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Taking It Easy

Let's start off with some little-known facts: Marilyn Monroe had six toes on each of her feet (proof she was a space alien); a snail can put itself to **sleep for up to three years;** Linda McCartney sold more vegetarian-ready meals than Paul has sold records (*plus* ... you can't eat records).

I don't want to hear anymore complaints about our kind and caring IRS. The Hungarian parliament created a special tax-collection unit to go after **tax dodgers.** They'll be equipped with cattle prods, Mace, and handcuffs. And in China, one of its citizens died as a result of a beating by eight revenue officials who had gone to his house to collect back taxes of about $60.

A City Council passed an ordinance requiring builders to make houses less boring by mixing up their exteriors and colors. The City Council said that too many row houses look alike: **"You go home drunk,** and you never know which house is yours."

And now, from our Drunk Driving File: He was found guilty of DUI based on a Breathalyzer test given at 2:32 a.m. on April 6, 1997. His argument: That particular day was daylight savings time changeover so 2:32 a.m. never occurred because at 2:00 a.m. all clocks moved ahead to 3:00 a.m. (The judge decided that he was quite right but found him guilty anyway.) Then there's the guy who claimed he was in the passenger seat and that **it was his Irish Setter that was driving.** Another fast-thinking arrestee claimed he drove a short distance only so his girlfriend could clean her hands after changing a diaper so she wouldn't dirty the steering wheel. And here's the best one of all: A man claimed he was under a doctor's orders, driving or not, to have two drinks a day.

A murder defendant agreed to plead guilty to a killing if the judge would keep him in the local jail for two more weeks before **sending him to the penitentiary** so that he could be assured of seeing the Super Bowl on TV.

Here are a few more unexplainable laws that for some unknown reason are still on the books. In Washington, it is "mandatory for a motorist with criminal intentions to stop at the city limits and telephone the chief of police as he is entering the town." In Utah, **birds have the right of way** on all highways. And in one of Utah's cities, pharmacists may not sell gunpowder to cure headaches.

From our Fun with Roaches Department: Officials in Manila offered a bounty of six cents for every 10 **cockroaches** turned in because they were determined to reduce the number of disease-carrying insects. But lo and behold, it gave birth to a new industry—roach farming!

A pastor (now former pastor) pled guilty to arson for **burning down his church.** He said he did it because there was a division among church members, and they needed a project to unify them. (Well, that oughta do it.)

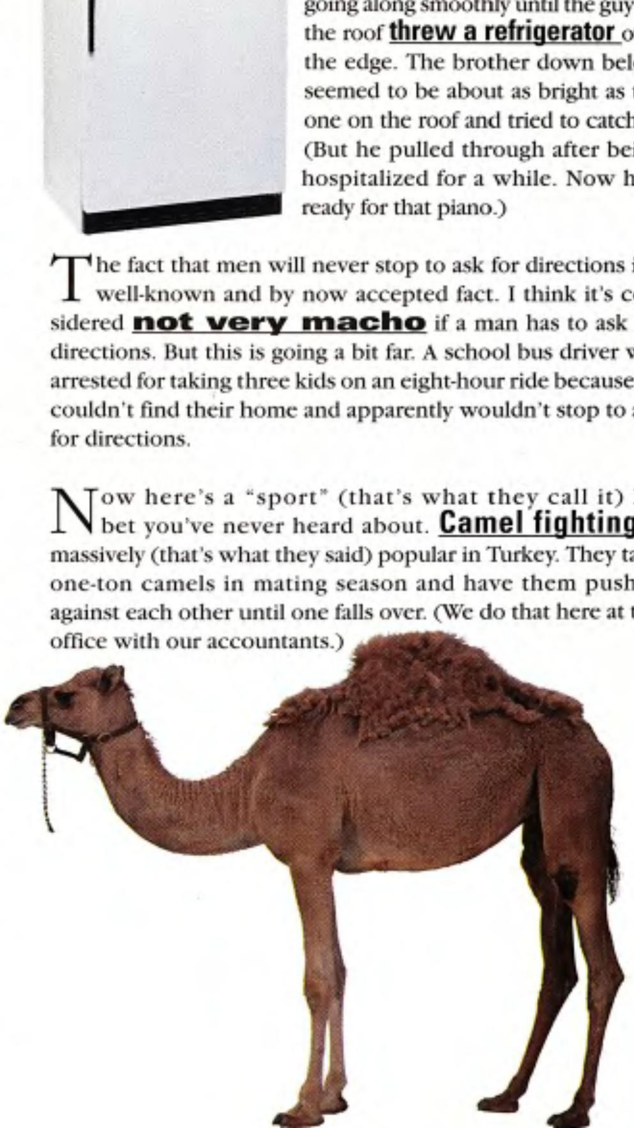
Cult members are truly hardcore followers. The founder of a cult in Japan died. But the police found his body in a Tokyo airport hotel room four months later, being tended to by his avid followers as if he were still alive. The followers insisted to the media that the dried mummy was responding nicely to their care and had recently **enjoyed some tea.**

This dude must be a biker. A man was indicted for murdering his cousin. But the grand jury rejected his version of events—that he awoke to find his cousin on the floor, twitching from **a self-inflicted gunshot** wound and rather than call 911, decided that the humane thing to do was to finish him off.

A guy in Turkey asked his brother if he would help him move some of his things off the roof of his house in order to sell them. The plan was for the guy who owned the house to throw the stuff, piece by piece, down to his brother who would catch them. Everything was going along smoothly until the guy on the roof **threw a refrigerator** over the edge. The brother down below seemed to be about as bright as the one on the roof and tried to catch it. (But he pulled through after being hospitalized for a while. Now he's ready for that piano.)

The fact that men will never stop to ask for directions is a well-known and by now accepted fact. I think it's considered **not very macho** if a man has to ask for directions. But this is going a bit far. A school bus driver was arrested for taking three kids on an eight-hour ride because he couldn't find their home and apparently wouldn't stop to ask for directions.

Now here's a "sport" (that's what they call it) I'll bet you've never heard about. **Camel fighting** is massively (that's what they said) popular in Turkey. They take one-ton camels in mating season and have them pushed against each other until one falls over. (We do that here at the office with our accountants.)



Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 328 • OCTOBER 2000

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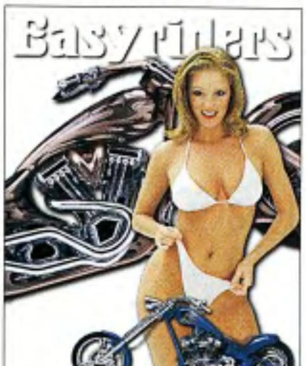

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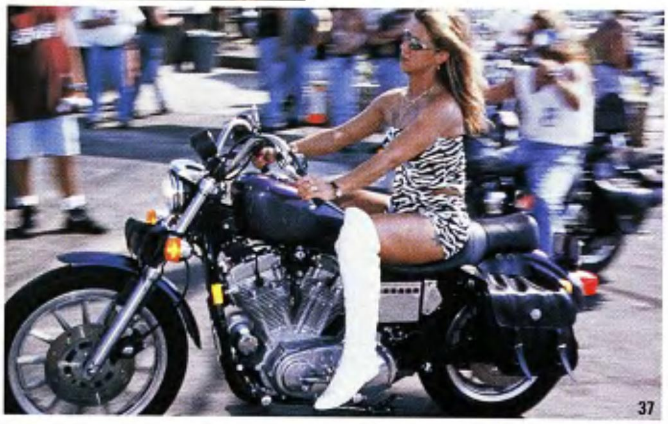

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Cover photos: Paul Yaffe's Prodigy shot by Michael Lichter; Eddie Trotta's long-ass Softail and Fox Hunt Winner Melanie shot by Don Rogers. Special imaging by Daniel Ferguson.

The next liver-quiverin' issue goes on sale October 3, 2000. **Printed in the USA.**

www.easyriders.com

Easyriders® magazine ISSN 0046-0990 Number 328 October 2000. Vol. 30. ***Easyriders®*** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, Web site: http://www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.

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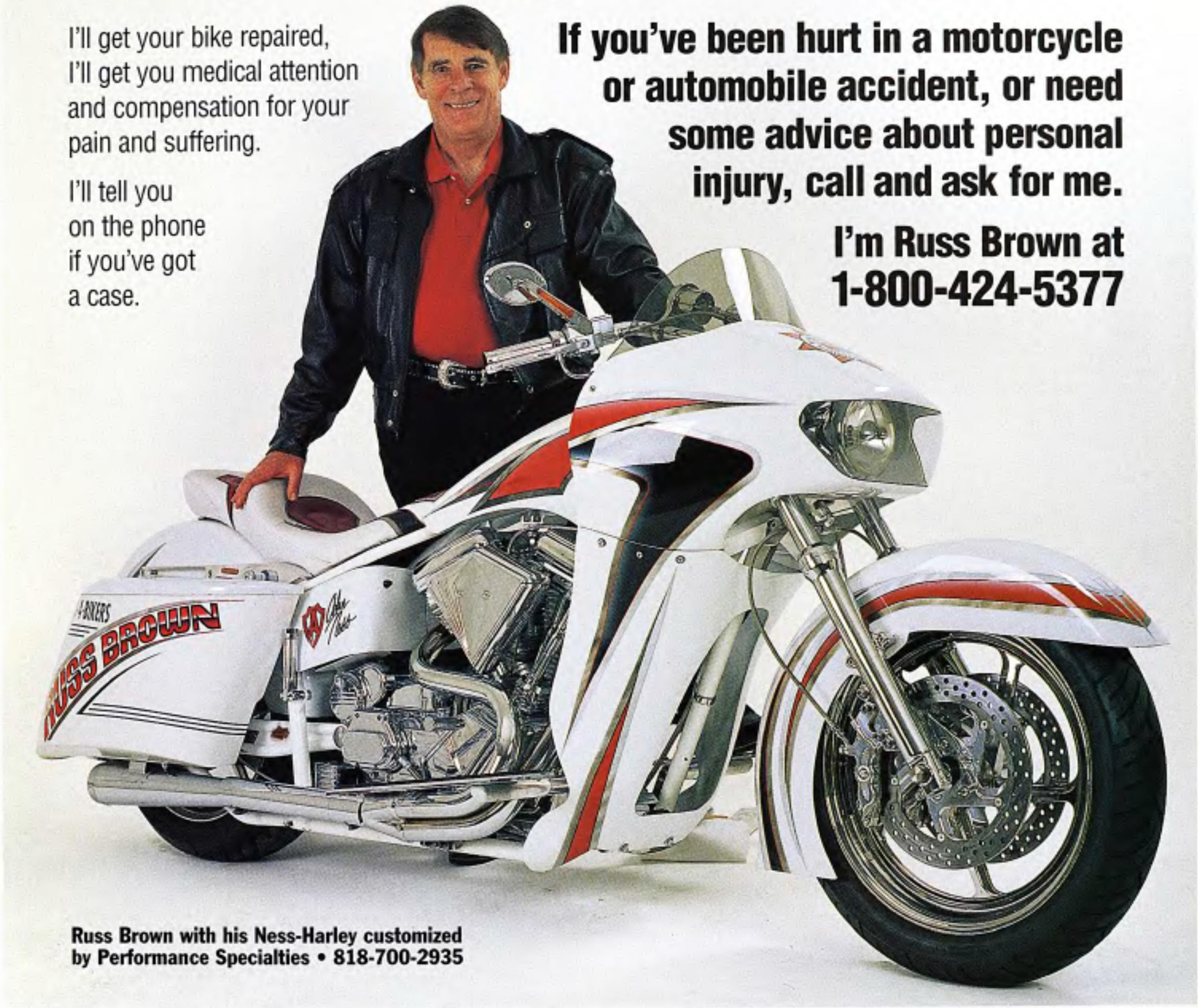
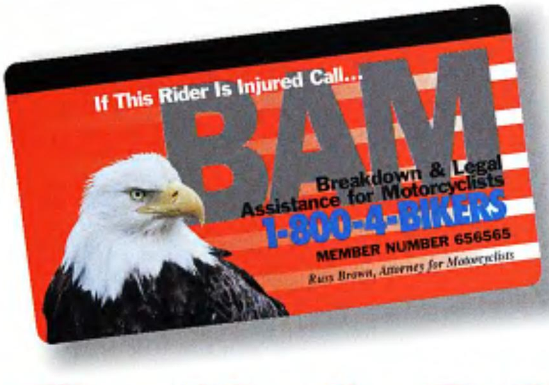


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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WordMonger

A Dream Come True

My husband, Buzz, has been riding Harleys since he was a kid. In 1994 he became ill and eventually lost his left leg above the knee and also had nerve damage in his right leg. He thought his riding days were over.

Several years ago we met Don Miller, a guy who built Harleys and also sold parts and merchandise out of the Devil's Den in Hell, Michigan. He and Buzz became friends and would talk about the days when Buzz would own a bike again. Last October Buzz and Don came up with the idea of building a trike. At first it was only talk. Now it has become reality. Don Miller, who owns Miller's Parts from Hell, has built the first trike from Hell.

Don's talent for detail and concern for a friend has evolved into the creation of one of the meanest, sharpest riding machines I have ever seen.

Buzz's Wife
Hell, Michigan

A Response

In response to Don Wemp's request (June '00 issue) for info on the "U.S. Military Vets" patch he saw, I have the info he needs. Yes, it's a club pretty much nationwide. Here's a contact in Daytona Beach, Florida. I'm sure they can help.

Contact: Crazy
Phone: (904) 428-3489
Cell: (904) 547-4852
Hotline: (904) 424-6255

Brad Bonnell
New Smyrna Beach, Florida

A Pristine Offer

I am a small-time collector of old magazines, books, newspapers, and other items I feel will be worth something at a future date.

I'm writing to see if any of your readers would like to buy the very first copy of *Easyriders*; it's in pristine condition.

If anyone is interested, you can contact me at the address below.

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Thanks

Thanks for the article on Michael Parks in the March 2000 issues of *Easyriders* and *V-Twin* magazines. *Then Came Bronson* was a great television show and was responsible for a lot of us buying bikes and hitting the road.

By the way, if any fans are interested in a "Bronson 2000" gathering at Big Sur, California, stop by the Web site: www.thencamebronson.com.

Robert C. Davenport
Somewhere

A Warning

I attended the Myrtle Beach Bike Rally this year (my 15th time). I had never been pulled over for anything in the past, but this time my luck changed. I got pulled over by a South Carolina Highway Patrolman in an unmarked car. So I pulled over, got off, and asked him what was wrong. He said that South Carolina law stated that handlebars could not be more than 15 inches from seat to crown. Well, shit, mine were baby apes compared to some others reaching for the sky! Well, I couldn't argue.

I just thought I'd let you know so that you'd let other South Carolina-bound bros know. You know the saying: "They'll stop you for one thing and get you for another." (By the way, the ticket was $50—no warning.)

Danny "Rocko" Mimms
Broadway, North Carolina

To Pick or Not Pick (Berries, That Is)

I don't believe you can categorize or coin females solely as "Berry Pickers." Speaking for the female side, I've met many a male "Berry Picker" in my life and, frankly, wanted to slam them against the wall. Let's face it, we all have been the "Hunter" or the "Berry Picker" at one time or another, but male or female, a "Berry Picker" can be quite annoying.

I can't see a man walking into a bike shop and saying, "Oh, any ol' bike will do, and by the way, the color doesn't matter either."

Colors do matter! They show our personalities. They also attract the opposite sex. That perfect shade of lipstick a "Berry Picker" spends time picking out might be just the right shade to turn the head of that certain someone. Sort of like a lure or bait!

As for me, now that I've put my two cents in, this "Berry Picker" will get off her lounge chair, go for a long quiet ride on her motorcycle without her husband because—as usual—he will be home late from his softball game.

G.P.
Providence, Rhode Island

Screw Up

As much as I enjoyed reading my piece "Tales from the Other Side" in the August 2000 issue, I'm afraid there were a few misprints. The most evident was the caption of the first picture: "The denizens of a little biker bar in Manitou Springs, Colorado."

All the photos were actually taken at the Triple Tree Tavern in Clifton, Colorado. The Triple Tree is a real class act known for its kick-back ambiance. When in Colorado, stop by and visit this fine biker bar. Unfortunately, my own bar, The Loop in Manitou Springs, lost its liquor license for breaking the fun barrier way too often.

Another caption mentions "Ol' Bill." The drastic mistake in this matter is that the person pointed out is actually Ol' Blue, not Ol' Bill. And contrary to rumors of his demise, Blue is very much alive and doing his iron artwork in Silt, Colorado.

Rufus
Manitou Springs, Colorado

A Few Good Words

My bike broke down near Thousand Oaks, California, recently and a lone rider stopped to help me. The biker took a look at my scoot and discovered that my coil had taken a dump. Now, get this, he rode to his bike shop, Canyon Cycle in Agoura Hills, picked up a new coil, came back, and put it on my bike—no charge! He wouldn't take a penny; just told me to pass it along the next time I see someone broke down on the road. Now that's brotherhood! Give this bro some raisin pie.

Jake Tillman
Ventura, California

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1st things 1st

TODD SILICATO'S WAY COOL RIGID

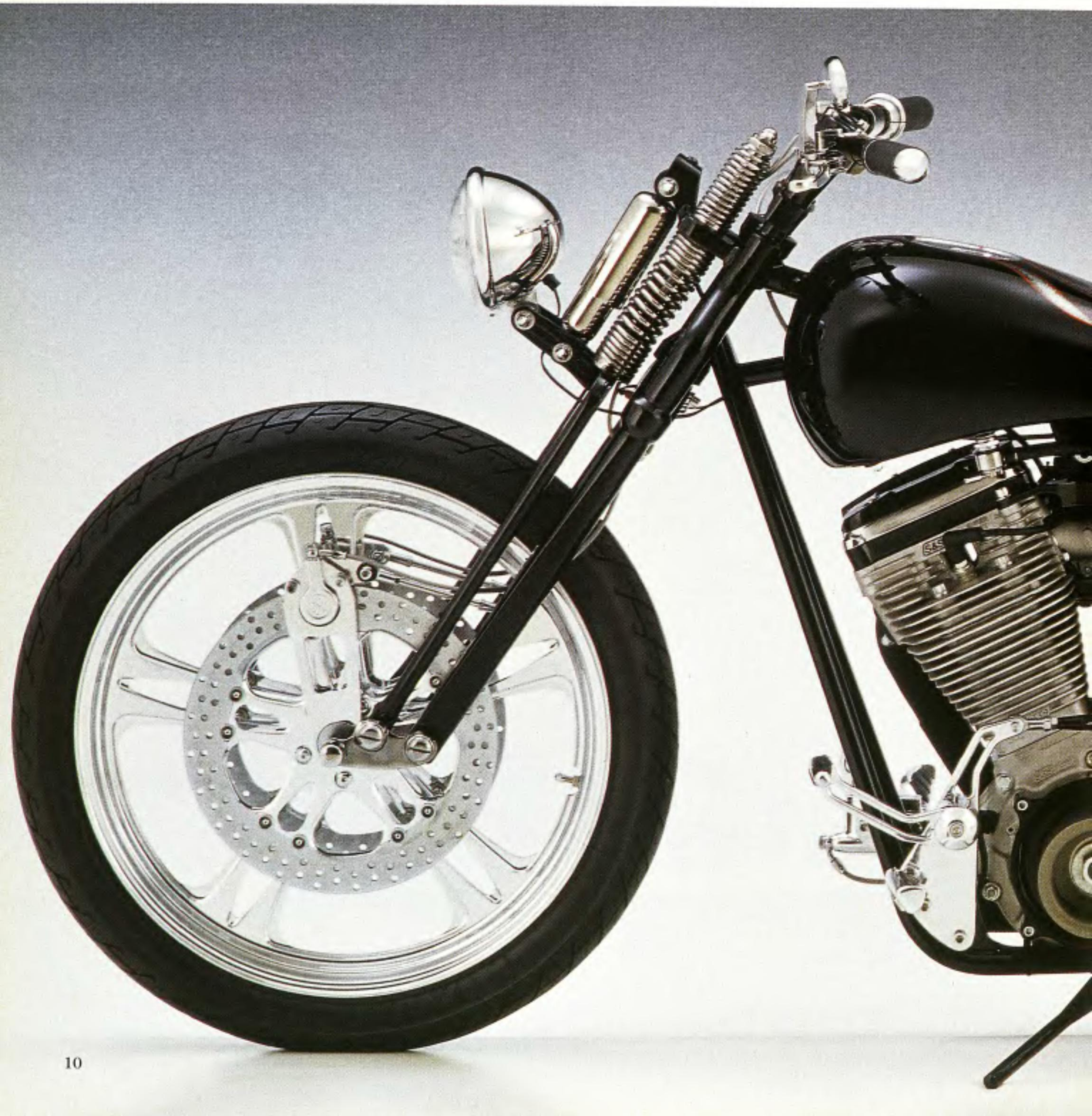
It's always interesting to find out how people get involved in motorcycling and all things Harley. For many of us it's the influence of friends who have been riding that gets the interest a-bubbling up. Oftentimes, people who may have lent little thought to riding (much less ever building) a motorcycle are exposed to the sport and lifestyle by friends and family, and they're hooked. This would be Todd Silicato's case.

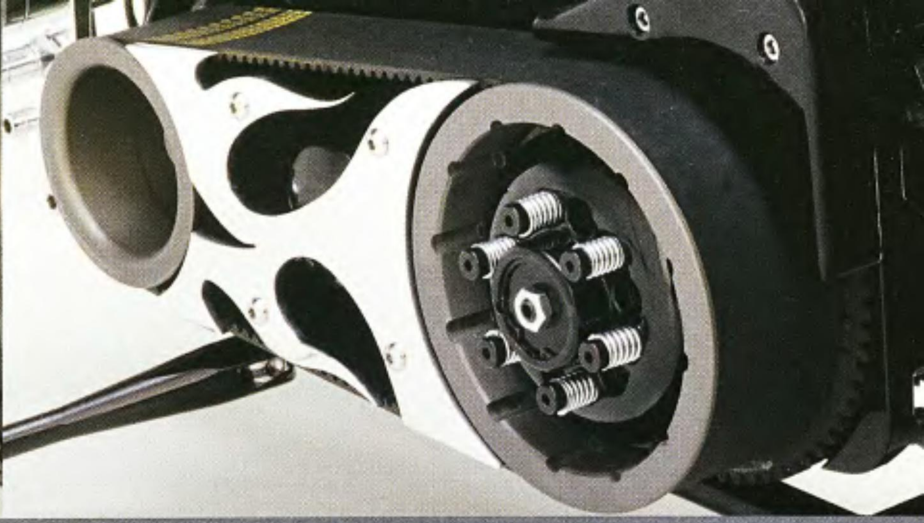
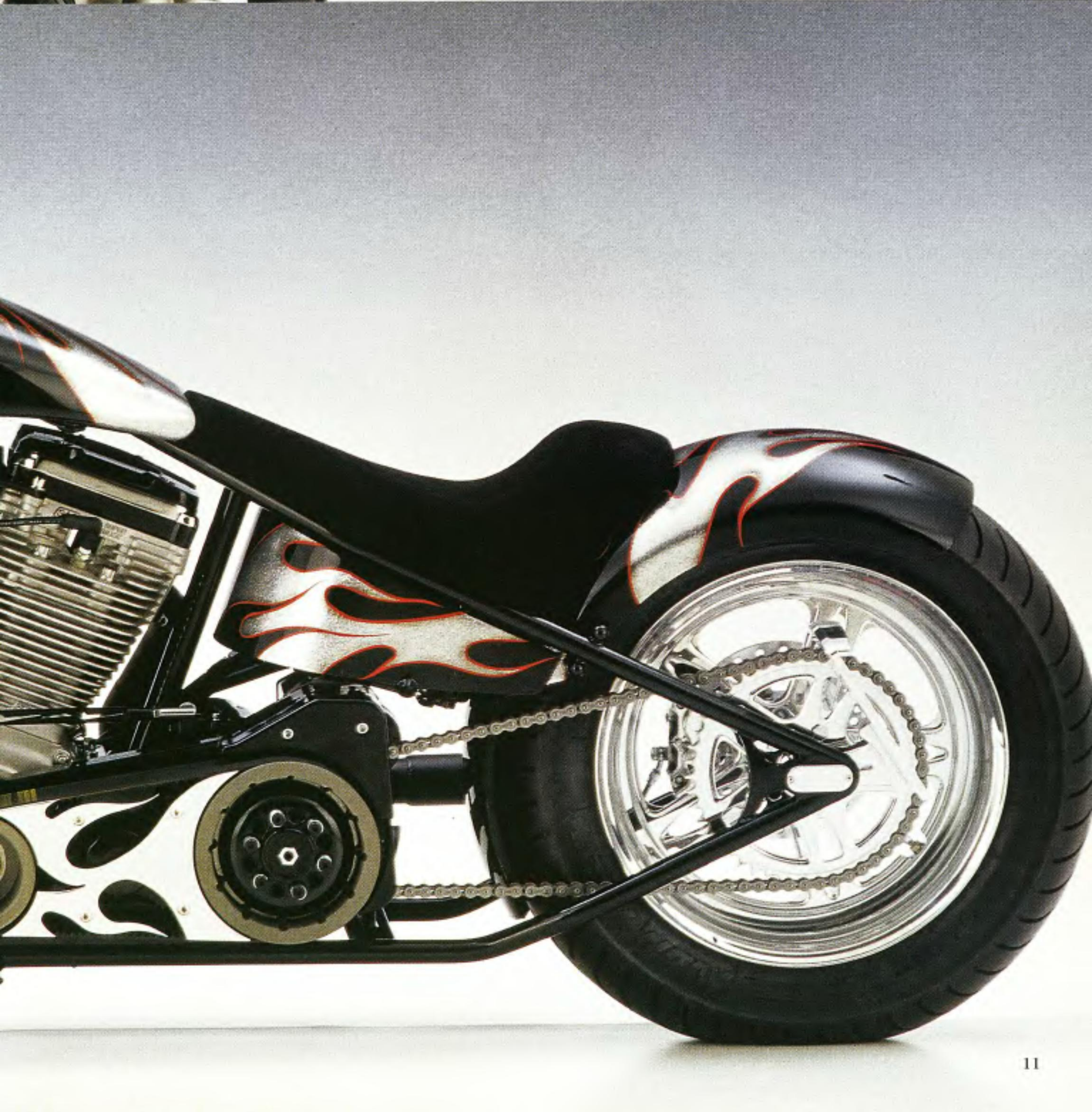
Todd works in the R&D department at Performance Machine, a name synonymous with motorcycling for over two decades. For the last three years, Todd has been one of the guys who helps develop new ideas into the evolving line of Performance Machine's ever-expanding universe of cool parts. Sounds like a great job, but when you consider that Todd was not yet an avid Harley enthusiast at this point, well, you just know that something had to rub off.

And so it did. After riding many of the Performance Machine custom display bikes, and getting a feel for what it was all about, Todd knew that it was time to build his own. This process of designing and building his first custom had to be fit not only into Todd's R&D job at the Performance Machine factory, but his racing schedule as well. Todd is also the chief mechanic for P.M.'s racing team, whose rider is none other than Roland Sands, son of Perry Sands, the owner of Performance Machine. And as any seasoned racer will tell ya, racing is what comes first.

But the project did begin to happen, and although the designs for the bike had changed a few times as things began to happen, Todd wanted to maintain his original goals for a clean, simple, and reasonably budget-minded custom. Looks as though he pulled it off. With generous assistance from Perry and Nancy Sands, Todd had the use of the Performance Machine facility to see his dream come to life. With ideas and input from Roland Sands and Peter Vecvanags on the stylish and cool flamed paint scheme, Todd ended up with the bike he had pretty much wanted straight from the start. That's one hell of a coup, as any builder will tell ya.

Likewise is hearing a tale of a bike that just "basically went together" with very little heartache, blood, sweat, or thrown wrenches. Todd's done himself a fine job with this righteous sled, and we can only wait to see what's coming next. And why not? He's been bit by the bike-buildin' bug, so we just know there'll be another one. *—Wordman*



Owner: ....Todd Silicato
City: ....Orange, California

General
Fabrication: ....owner
Year/make: ....1999 Custom
Model: ....rigid
Assembly: ....owner
Powdercoating: ....Worco

Engine
Year/model: ....1998 Evo
Rebuilder: ....S&S
Ignition: ....Compufire
Displacement: ....96 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S
Cam: ....S&S
Lifters: ....Crane
Carb(s): ....Mikuni
Pipes: ....custom by Don and Peter

Transmission
Year: 1998
Modifications: ....Belt Drives Ltd., Delkron case

Paint
Painter: ....Straight Edge
Color/type: ....black with silver metalflake/special blend
Special paint: ....flames

Frame
Year: 1998
Type: ....rigid
Builder: ....Diamond Chassis & Machine
Modifications: ....36-degree rake

Accessories
Bars: ....Flanders
Risers: ....Paughco
Handlebar controls: ....Performance Machine
Fender(s): ....West Coast Choppers
Headlight: ....H-D
Taillight: ....Leo's Custom Cycle
Pegs: ....Performance Machine

Foot controls: ..........................P.M.
Electrics: ....owner
Gas tank: ....Battistinis
Oil tank: ....custom, Pro-One
Oil system: ....S&S
Primary cover: ....BDL
Seat: ....High End
Mirrors: ....Aeromach
Grips: ....Paul Yaffe

Forks
Type: ....springer
Builder: ....Paughco

Wheels

Front
Type: ....Performance Machine Villain
Size: 21-inch
Tire: ....Avon 90/90-21
Brake: ....Performance Machine

Rear
Type: ....Performance Machine Villain
Size: 16-inch
Tire: ....Avon 200/60-16
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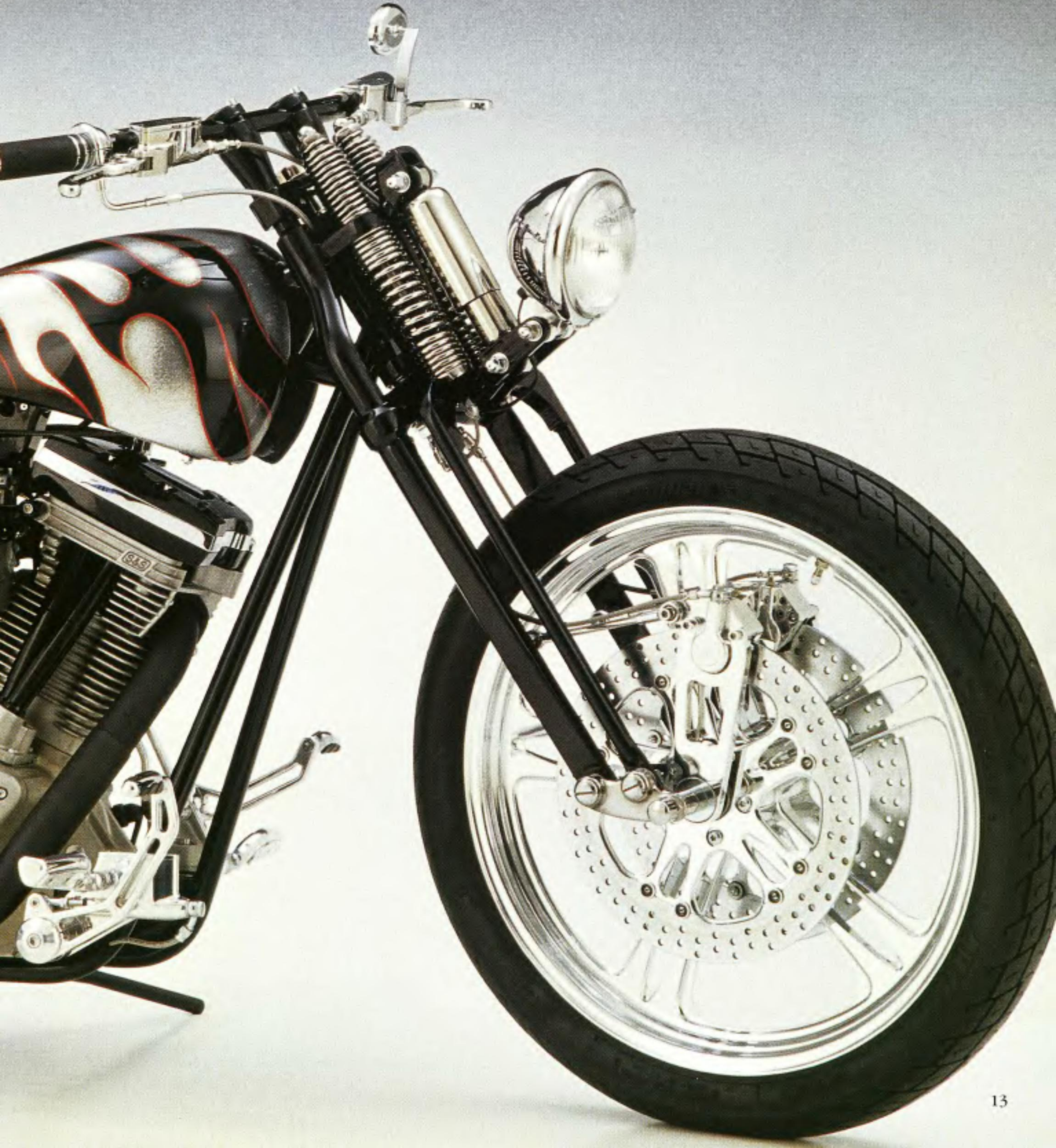

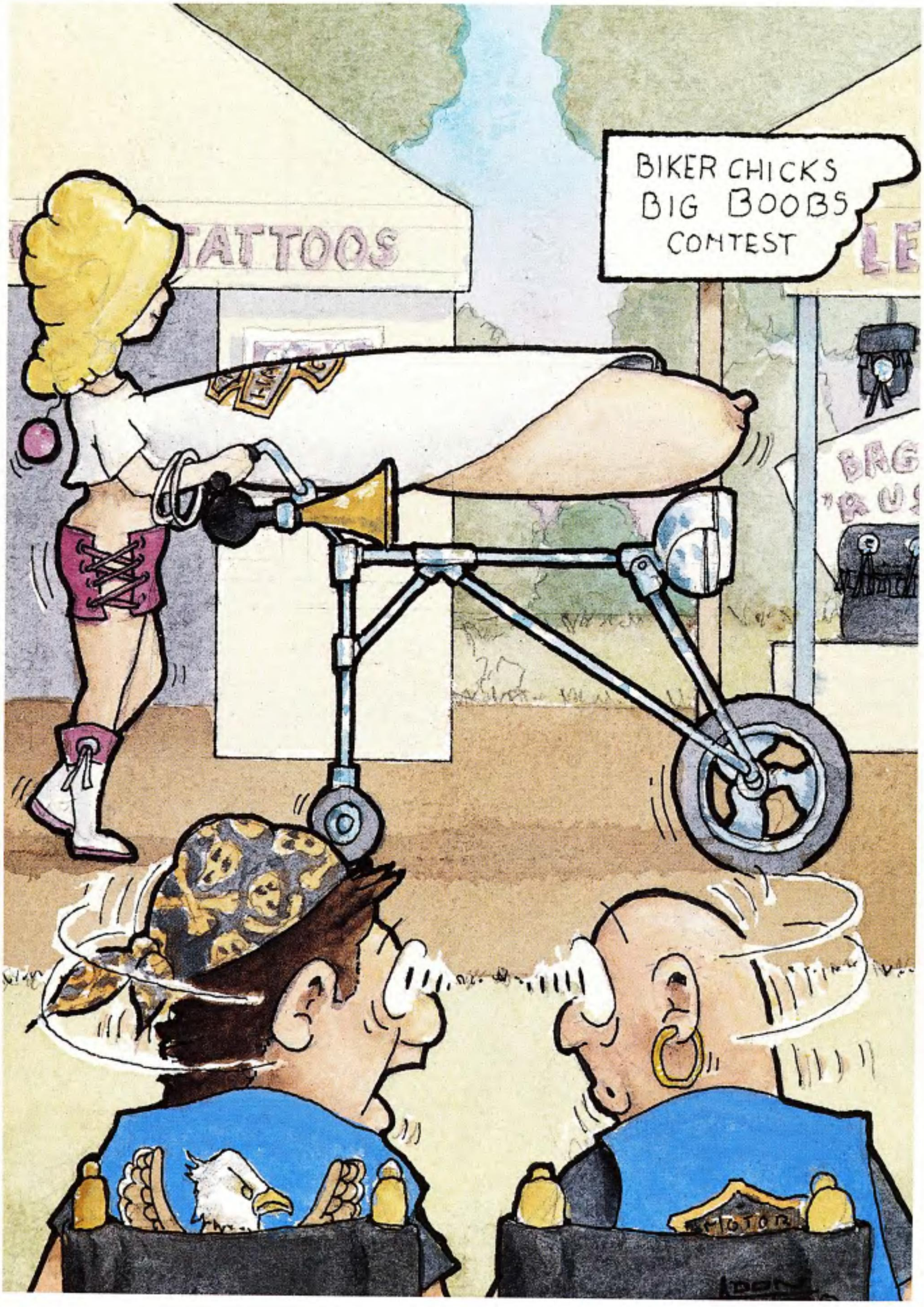
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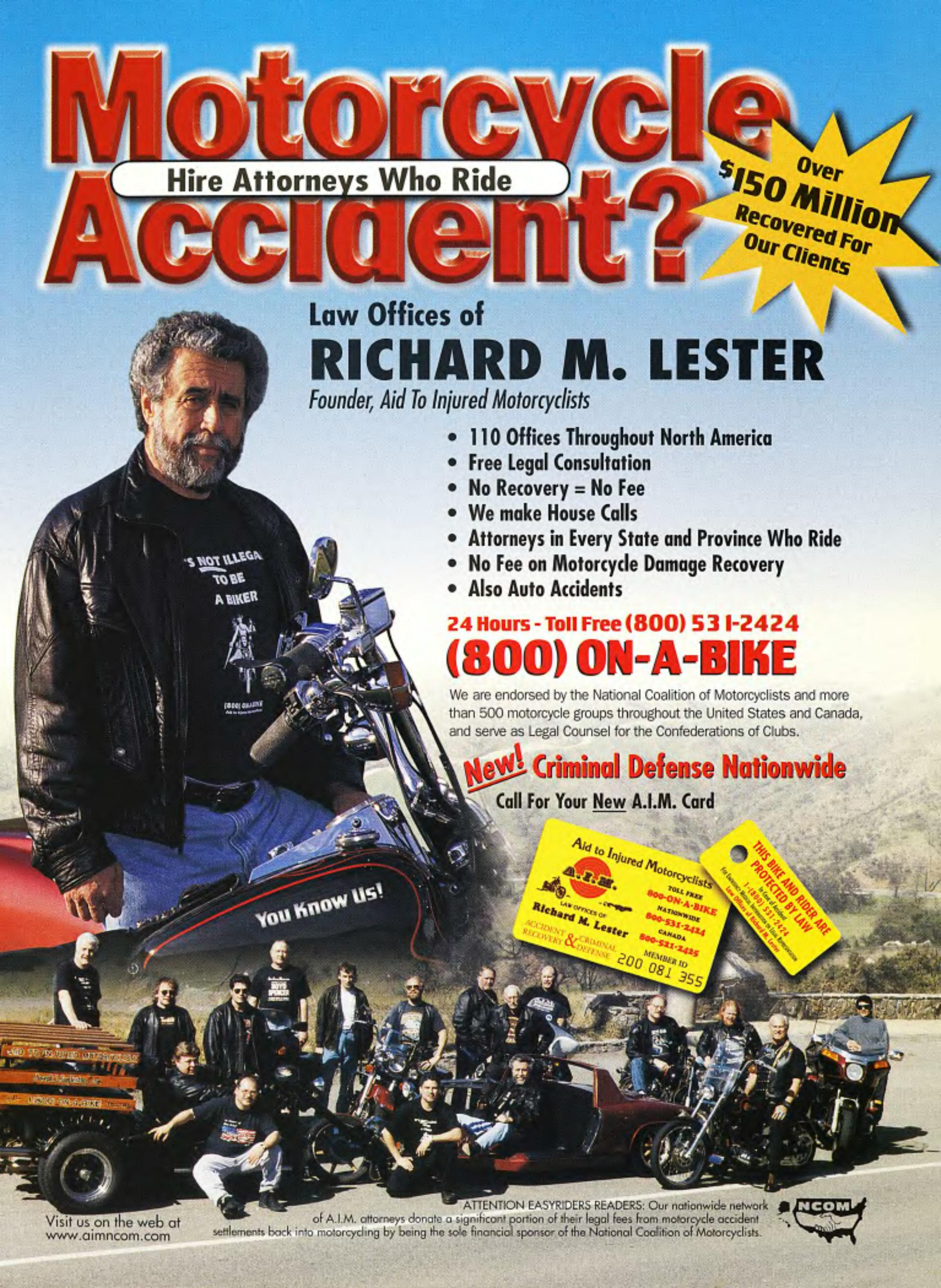
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PartsBox

HOLY HARLEY HARD BAGS

There are only so many ways to carry live bait on your Softail—now there's one more. The new Hard Saddlebags by Harley are a perfect match for the new Deuce model Softail, offering smooth lines and a closer shave. The injection-molded bags come in primed or color matched to current and past H-D colors including Vivid Black, Sinister Blue Pearl, and Lazer Red. These lockable babies fit with detachable or rigid-mounted sissybars and luggage racks and come with pre-drilled holes for easy installation. If you *do* keep live bait in them, however, you may want to air them out on occasion. For more info visit the Harley Web site at www.harley-davidson.com. To find a dealer near you call (800) 443-2153.

GET FORKED

The folks down at Pro-One are damned proud of their new Pro-Forks that mix great styling with solid performance. The Pro-One Millennium (there's that word again) and Fat Tree both feature hard chromed 41mm tubes, chrome billet lower legs, contoured billet triple trees, custom flush mount axle, handlebar damper kit and all necessary hardware. The forks are available in a variety of styles including smooth or ball-milled trees and lower legs, with or without integrated turn signals. Available wherever really good bike stuff is sold or by calling (800) 884-4173. Or, you can check then out on the Web: www.pro-one.com.

PUT YOUR ASS ON SOME CLASS

Tired of your butt burning after a few hours in the saddle? Well, avoid a tormented tushy with the latest from Mustang. Their popular Sport Touring Seat with optional Backrest is now available for your 1997-2000 Harley Road King. The wide, comfy saddle is just the thing for touring and can be used as a flotation device in the event of a water landing. The Backrest offers four-position height adjustment and can be taken on and off without tools. Available from the Mustang dealer near you or call (800) 243-1342; www.mustangseats.com.

MOTORAID READ

The young redheaded adventure-seeker on the cover of *Motoraid* is Keith Thye, who recounts his epic two-wheeled adventure on a BMW twin back in 1963. Keith and his friend Dave Yaden took off a year and rode all the way from Seattle to the southern tip of South America in a time when roads of any kind were scarce, dysentery was a way of life, and local cops would leave you languishing in a Brazilian prison at the slightest whim. It's a life-changin' tale from Whitehorse Press and a damned good read. Call (800) 531-1133.

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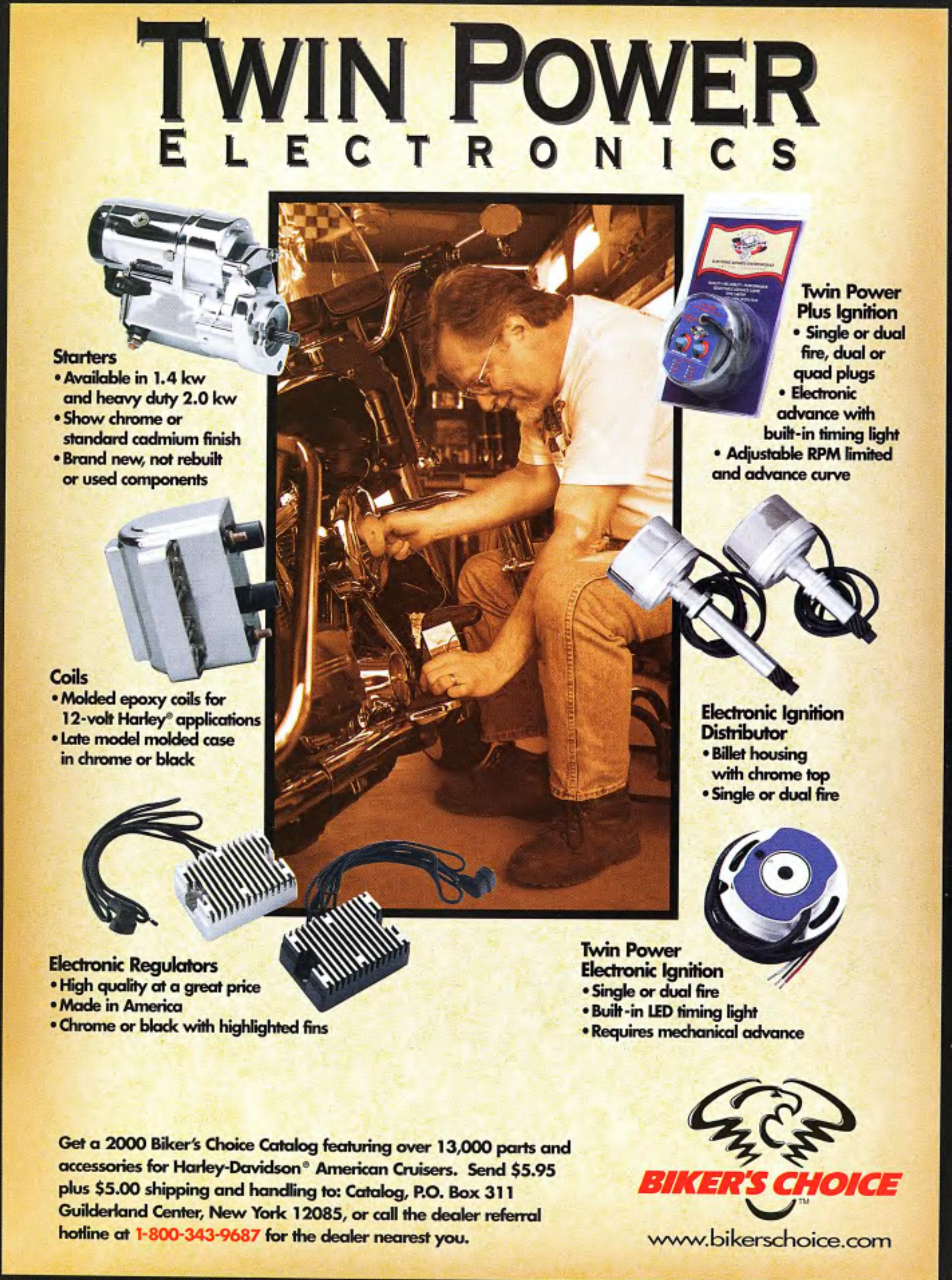
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The Value Of Work

What is the value of work? And whose work is more valuable: a lawyer's or a janitor's? Philosophers may have argued for centuries about questions such as these, but in our capitalist society, the value of one's job will be rated, in most cases, by its earning power. That's right: by how much dough the gig pulls in. So, if you're a Bill Gates or anyone whose last name is Rockefeller, you obviously must be of particular value to this society.

NATHAN SHAPIRO'S BARTER SYSTEM DENVER'S CHOP

Luckily, this isn't always the case, and especially among bikers, a highly noncapitalist venture called the barter system is still as valid and popular as it was in days of yore, when you could get all the pussy you could handle for a couple sheep or by slaying some innocent little dragon.

Nathan here didn't wanna hurt any dragons, nor was he looking to score big in the mammary section. He just wanted a bike. In fact, he's been wanting a bike for a long time, but as is the case with most of us who are married and have procreated, his problem was always a financial one.

Enter Mondo, head honcho at Denver's Choppers in Las Vegas (for a closer view of this famous shop, check out our April '00 issue): Nathan works at Auto Plating Service and happens to be Mondo's chrome guy, and, as such, he had a lot of influence on the shop's ability to meet customers' demands and deadlines. Which is why one day, Mondo made Nate an offer he couldn't refuse. "I basically told him that if he took care of me and brought my stuff in on time, I would build him a bike," Mondo explains.

As soon as everything was in place at

Auto Plating Service, the on-time relationship between the two shops took a definite turn for the punctual, and true to his word, Mondo began assembling parts and accessories for what eventually would turn into the stunning two-wheeler you're looking at on these pages.

"Basically, we just put it together from parts we had accumulated in the shop over the years," Mondo says. Although he played the heavy in the design department, gave the Shovel the special Denver's treatment, and built many of the bike's alluring features, Mondo insists that he and Nathan "collaborated, and, of course, the chrome plating and the powdercoating were all done by Auto Plating." No doubt that hardly an expense was spared to outshine any potential competitor. The outstanding paint and flame job, by the way, was done courtesy of J.D. Cycle Art in Las Vegas, with owner Jim Davis himself handling the brush.

There may be many lessons to be learned as far as the value of work goes, and philosophers undoubtedly will go on arguing endlessly about what work actually is. But this beautiful Shovelhead teaches us three simple things: the barter system is still alive and well in a cruel, capitalist world; doing a good job will never go out of style; and being on time can be more valuable to a man's self-esteem than any paycheck. Nathan knows.

—Red Baron

S&S
SUPER

Owner(s): Nathan Shapiro
City: Las Vegas, Nevada

General
Fabrication: Denver's Choppers
Year/make: 2000 Denver's
Model: Chopper
Assembly: Mondo & Van
Chroming: Auto Plating Service

Engine
Year/model: 1979 Shovelhead
Rebuilder: Mel
Ignition: Crane HI-4
Displacement: 8o cubic inches
Lower end: stock
Balancing: H-D
Pistons: H-D
Cases: H-D
Heads: H-D
Cam: H-D
Lifters: Crane
Carb(s): S&S
Air cleaner: S&S
Pipes: Thunder 2-into-1

Transmission
Year: 1979
Modifications: polished
Shifting: 4-speed, foot

Paint
Painter: Jim Davis
Color/type: candy blue/House of Kolor
Special paint: powdercoat

Frame
Year: 2000
Type: Denver's untamed rigid
Builder: Little Freddy
Modifications: 36-degree rake, 2 1/2-inch stretch, powdercoated

Accessories
Bars: Denver's
Risers: pullback
Handlebar controls: Custom Chrome, Inc.
Fender(s): Denver's
Headlight: Headwinds
Taillight: catseye
Speedo: Drag
Dash: Denver's custom
Pegs: Denver's
Foot controls: APC
Electrics: Denver's
Gas tank: five gallons
Oil tank: Softail
Oil system: stock H-D
Primary cover: Ness
Seat: Denver's
Mirrors: Pro-One
Grips: Custom Chrome

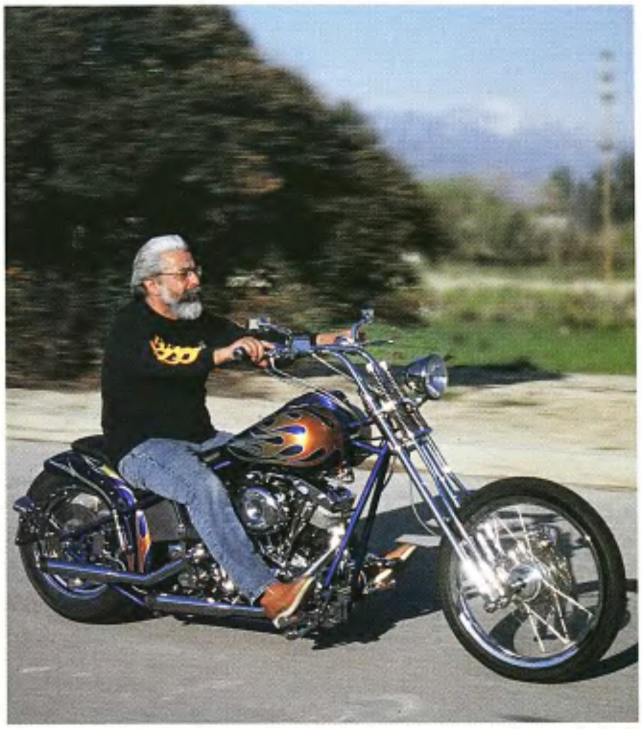
Forks
Type: springer
Builder: Denver's
Modifications: 6 inches over, adjustable bars

Wheels

Front
Type: Denver's
Size: 21-inch
Tire: Dunlop
Brake: Performance Machine

Rear
Type: BLK-Bike
Size: 18-inch
Tire: 180 Dunlop
Brake: APC

Photos: John Wycoff



After their latest quarrel, Mad Mike snapped at his ol' lady, "I was a damned fool when I married you, woman."

She replied, "Yes, dear, I know. But I was in love at the time and didn't notice."

Hotshot
Matchstickin'

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

A of California
Info: (916) 442-4387

AMA Flattrack Championship Sacramento Mile
Date: Sept. 23
Info: (310) 547-9898

All-American Bike Show
Date: Oct. 1
Place: Oak Park, Orange County
Info: (949) 598-5121

COLORADO
ABATE of Colorado
Info: (303) 659-6374

4 Corners Iron Horse Rally
Date: Sept. 1-4
Place: Durango
Info: (970) 247-0312

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

MAV Fall Fun Run
Date: Oct. 1
Place: Wilmington
Info: (302) 378-2701

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Biketoberfest
Date: Oct. 19-22
Place: Daytona Beach
Info: (800) 854-1234

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 8 Ride to Nunez
Date: Sept. 16
Info: (404) 294-8900

Dist. 3 Run/Campout
Date: Sept. 23
Place: Cloudland Canyon
Info: (404) 294-8900

Dist. 1/Chap. 2 Poker Run
Date: Sept. 24
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ICMS Fall Fun Run
Date: Oct 1
Place: Boise
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Labor Day Springfield Mile
Date: Sept. 2
Info: (217) 544-7954

Fall Into Fall Party
Date: Sept. 23
Place: Springfield
Info: (217) 544-7954

M/C Parts Extravaganza
Date: Sept. 24
Place: Belle-Claire Co. Fairgrounds, Belleville
Info: (319) 462-6011

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Madison Co. Hog Roast/Poker Run
Date: Sept. 2-3
Info: (317) 422-8040

Reg. 1 MDA Ride
Date: Sept. 3
Info: (317) 422-8040

Knox Co. MDA Ride
Date: Sept. 3
Info: (317) 422-8040

All-Harley Drags
Date: Sept. 8-10
Info: (317) 422-8040

Reg. 7, 9 Rebel Yell
Date: Sept. 15-17
Info: (317) 422-8040

Marshall Co. Summer's End
Date: Sept. 15-17
Info: (317) 422-8040

Huntington Co. Poker Run
Date: Sept. 16-17
Info: (317) 422-8040

Reg. 10 ABATE Southern Hills Bash
Date: Sept. 22-24
Info: (317) 422-8040

Reg. 5 ABATE Hog Roast
Date: Sept. 23
Info: (317) 422-8040

Porter Co. Poker Run
Date: Sept. 24
Info: (317) 422-8040

Pike Co. Lost Horseshoe
Date: Sept. 29-30
Info: (317) 422-8040

Elkhart Co. Toy Run
Date: Oct. 1
Info: (317) 422-8040

Reg. 8 Poker Run
Date: Oct. 1
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Hillclimb/Swap Meet
Date: Sept. 10
Place: Anamosa
Info: (319) 462-6011

Toys For Tots Run
Date: Oct. 1
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

National Labor Day Rally
Date: Sept. 1-4
Place: Lake Perry
Info: (785) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

All-Harley Drags
Date: Oct. 7-8
Place: Bowling Green
Info: (615) 789-3202

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Carroll Co. Charity Event
Date: Sept. 24
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

Reg. 1 Toy Run
Date: Sept. 16
Info: (906) 884-2347

Reg. 7 Toy Run
Date: Oct. 1
Info: (517) 673-4743

Reg 5 Toy & Color Run
Date: Oct. 7
Info: (616) 689-0774

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

ABATE State Rally
Date: Sept. 1-4
Place: Regal
Info: (800) 224-6570

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

ABATE State Field Meet
Date: Sept. 29-Oct. 1
Place: Atwood, Monticello
Info: (601) 587-0695

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Bike Show/Swap Meet
Date: Sept. 24
Place: Shadow Rock Park, Forsyth
Info: (417) 334-0775

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Street Vibrations
Date: Sept, 21-24
Place: Reno
Info: (775) 329-7469

NEW HAMPSHIRE
N.H. Motorcyclists Rights Organization
Info: (603) 627-3528

Toys for Tots
Date: Sept. 17
Info: (800) 94NHMRO
nhmronews@juno.com

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

Mystery Run (benefits MS)
Date: Sept. 24
Info: (212) 679-6215

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

AHDRA Races
Date: Oct. 7-8
Place: Rockingham Dragway, Rockingham
Info: (336) 924-2095; www.ahdra.com

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Easyriders Rodeo
Date: Sept. 1-4
Place: Ross County Fairgrounds, Chillicothe
Info: (800) 962-9857
www.easyriders.com

Reg. 5 Global Harmonization Run/Party
Date: Sept. 9
Info: (513) 934-3896

ABATE Golden Age Retreat Run
Date: Sept. 16
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Fall Poker Run/Campout
Date: Sept. 9
Place: Woodward
Info: (580) 256-6396

ABATE Central OK Benefit Run
Date: Sept. 24
Info: (405) 936-7433

OREGON
ABATE of Oregon
Info: (503) 285-4329

Chiloquin Bike Rally
Date: Sept. 1-3
Info: (503) 285-4329

AHDRA NW Nationals
Date: Sept 2-3
Place: Woodburn Dragstrip
Info: (336) 924-2095; www.ahdra.com

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

AHDRA Drags
Date: Sept. 16-17
Place: Numido
Info: (336) 924-2095
www.ahdra.com

Haycock Mtn. Bike Fest
Date: Sept. 24
Info: (215) 538-0779

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

Bikers Rights Rally
Date: Sept. 9-10
Info: (4010 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

CMT/ABATE Volunteer Bike Show/Poker Run
Date: Sept. 9
Info: (615) 907-0304

CMT/ABATE Smith/ Wilson Points Rodeo
Date: Sept. 15-17
Info: (615) 907-0304

CMT/ABATe Steel Horse Stampede
Date: Sept. 23-25
Info: (615) 907-0304

TEXAS
Texas ABATE Confederation
Info: www.bdeweb.com/abate/

TMRA II
Info: (512) 459-6777

ADBA Nitro Challenge
Date: Sept. 16-17
Place: San Antonio
Info: (615) 789-3202

UTAH
ABATE of Utah
Info: (801) 627-1117

Barbary Coast Blue Moon Run
Date: Sept. 2-4
Info: (801) 266-0546

Barbary Coast Ride-In Bike Show
Date: Sept. 23-24
Info: (801) 265-9889

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

FORR Border Run
Date: Sept. 24
Info: (802) 468-5652

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Teddy Bear Run
Date: Sept. 3-4
Info: (425) 643-9675

Sky Valley Chapter Autumn Harvest Party
Date: Sept. 9
Info: (425) 643-9675

Oyster Run
Date: Sept. 24
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyo. Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia Coalition of Motorcyclists
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

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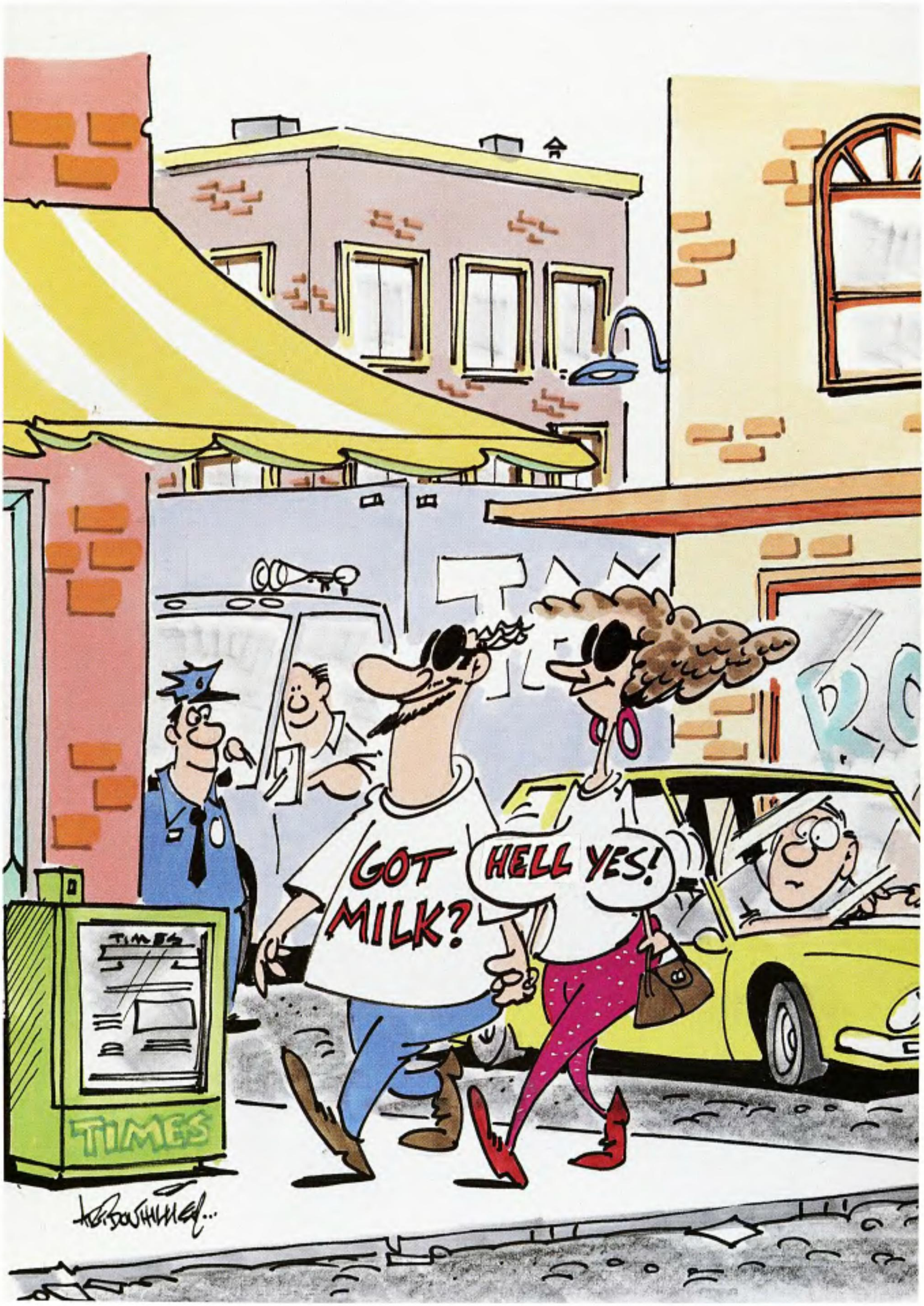
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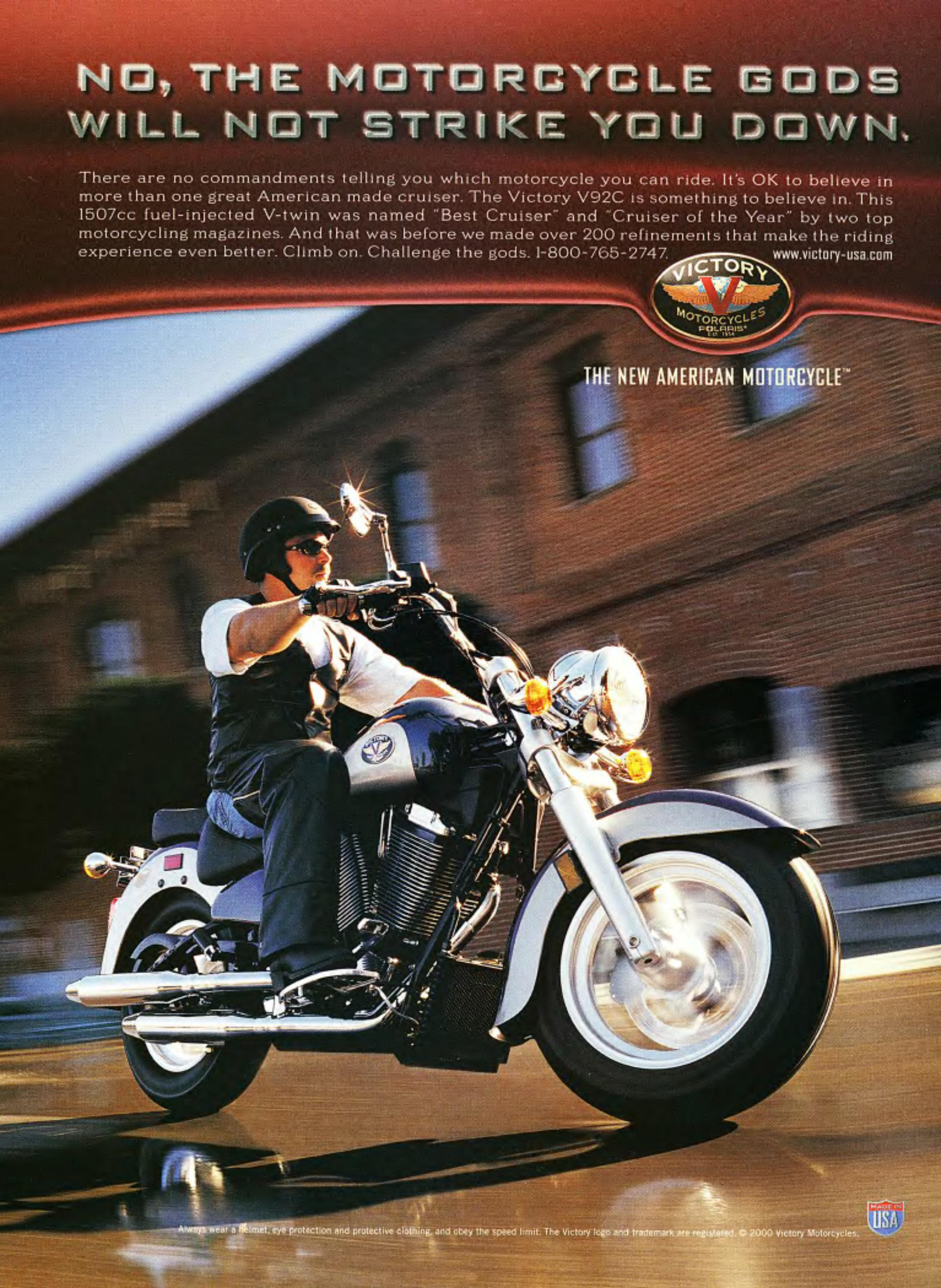
HELL YES!
TIMES



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Easynews

If it's of interest to bikers, we'll print it.

headliner of the month

Harley's 2001 Bike Models

For the 2001 model year, Harley-Davidson dropped the Dyna Convertible in favor of their new sport touring machine, the FXDXT Dyna Super Glide T-Sport. The lightweight T-Sport features the vibration-isolated Twin Cam 88, and a fork-mounted fairing that's adjustable both in height and angle. Additional touring features include quick-disconnect, expandable, nylon saddlebags with watertight inner pouch and slip-on rain covers. Front and rear suspension are fully adjustable, and three disc brakes will help make this bike one really nimble road machine.

The Dyna Low Rider will ride even lower, with shorter rear shocks featuring new spring rates and valving, and a low-slung seat. Gone are the buckhorn bars, replaced by pullback risers and low-rise bars.

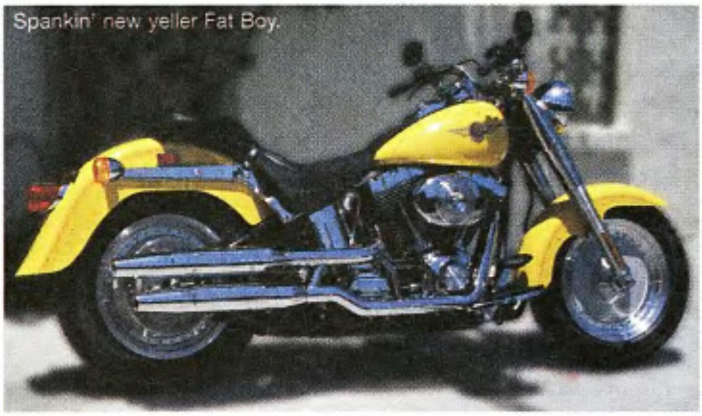
The Softails are carried over from 2000, but will be available with either electronic fuel injected or carbureted fuel delivery systems. This all-new EFI option offers benefits including closed loop idle control for consistent idle, knock detection and control.

Standard on all Dynas, Softails, and Touring models is the new turn signal cancellation hardware and logic that more accurately determines when to cancel the turn signal. This new system accounts for vehicle speed, deceleration, acceleration and lean angle when determining cancellation.

Also, tire manufacturer Dunlop designed new Harley-Davidson Series tires that will equip all Harley-Davidson motorcycles, with the exception of models using wide white walls.

Finally, a new optional Factory Security System is available on all models for 2001. It includes ignition disabling security module with rolling codes and two hand-held key fobs for remote activation and deactivation. In the case of a lost key fob, the system also offers a turn signal switch control feature for system override. See all the new models for 2001 right here next month in *Easyriders*.

—*Wrench*



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The FXDXT T-Sport.

Classy Dyna Low Rider.

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mechanic

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entertainment

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events

NCOM'S Record-Breaking Attendance

More than 1,000 bikers attended the 15th Annual NCOM Convention in San Francisco. That's right, I said more than 1,000! And figures don't lie. They simply tell a story of the phenomenal growth of NCOM and the Confederation of Clubs. It would not surprise me to see attendance figures nearing the 2,000 mark in the next couple of years. Sounds like Richard Lester may be needing larger facilities to accommodate everyone.

My sincere congratulations to all the Silver Spoke Award recipients, especially U.S. Senator Ben Nighthorse Campbell, who received NCOM's prestigious Ron Roloff Lifetime Achievement Award for what he's done for freedom-lovin' motorcyclists. Senator Campbell, you are to be commended because you have done so much for us, and we publicly want to thank you. Without your efforts and expertise, our efforts as bikers would be an entirely different story!

Start making your plans now; next year's NCOM Convention will be held May 10-12, 2001, at the Marriott Hotel & Resort in Orlando, Fla., and will hosted by ABATE of Florida and the Confederation of Clubs of Florida. —*Twiggy*

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coast-to-coast

Biker News

FLORIDA BEATS HELMETS!

"FREE AT LAST, FREE AT LAST, THANK GOD FLORIDA IS FREE AT LAST," exclaimed a jubilant James "Doc" Reichenbach III, president and lobbyist for ABATE of Florida, moments after receiving a personal phone call from Governor Jeb Bush at 3:50 p.m. (EST) on June 16, telling him that he'd signed their helmet law repeal bill!

Doc, who also serves as Chairman of the Board of Directors for the National Coalition of Motorcyclists (NCOM), said, "It's been a long time coming, thirty-one years, and we'd just like to thank our ABATE members, NCOM, and every state that helped us win our freedom!"

House Bill 1911 repealed Florida's helmet law for riders 21 and older who have a minimum of $10,000 in medical insurance, and became effective July 1, 2000.

"The Bush brothers have now set two states free," exclaimed Doc, referring to Jeb Bush's brother and Presidential hopeful, George W. Bush Jr., who as Texas Governor signed a similar bill in 1997 to allow freedom of choice for responsible adult Texas motorcyclists.

Something tells me that Daytona Bike Week is gonna be one helluva helmetless celebration! (See Freedom Run coverage page 45.)

NAVAJO NATION REPEALS HELMET LAW— If you thought that the Four Corners states of Arizona, Colorado, New Mexico, and Utah didn't have a helmet law, you were wrong ...at least until now. Although state laws in those Southwest states do not require adult motorcyclists to wear a helmet, a mandatory helmet requirement has been in existence on all Navajo Nations land, even though it was seldom enforced by Tribal Police.

But the tribal council recently voted unanimously 57-0, with no opposition, to repeal the helmet law for riders 18 and older on their Native Indian reservation lands, which is considered to be a separate and autonomous government, and bring their law into compliance with other Southwestern states comprising the Navajo Nation.

The helmet law repeal was signed by Navajo Nation President Kelsay Begay on May 8, 2000.

The Navajo Nation is the world's largest Native American reservation, comprising an area the size of West Virginia and covering parts of Arizona, New Mexico, Utah, and Colorado.

MASSACHUSETTS STATE POLICE MOTORCYCLE SQUAD GUILTY OF USING "IMPROPER HEADGEAR"—"For too many years, Massachusetts has had a reputation throughout this nation for unfair police behavior toward motorcyclists," states an editorial in the New England biker publication *The Motorcyclists Post*.

"Residents experience it first-hand all too often. The state police have learned that 64 percent of motorcycle helmets on the market have failed DO. compliance testing. They also know that most motorcyclists are not aware of this. Instead of recognizing consumer protections, they find bikers to be an easy target for 'revenue enhancement' and ticket us for the helmets we wear.

"Massachusetts state police motorcycle squad leader Lieutenant Bill Cederquist and a fellow motorcycle officer, on duty at the Earthfest Concert, held April 16 at the Hatch Shell on the Esplanade in Boston, were photographed wearing the Bell Pro-Choice Helmet, Model SD-600V Motor Helmet.

"There is no DOT label on the back of their department-issued helmets. According to the DOT list of approved helmets on NHTSA's Web site, SD600V was tested in fiscal year 1998 at the SRI Testing Lab and failed for reasons related to performance (Highway Safety Report #633196). There is no record of a retest in 1999 and there is no record of any recall.

"Massachusetts motorcyclists are crying foul. Recently, motorcycle riders have been subjected to a statewide frenzy of state police stops, ticketing, helmet seizures, and towing for wearing alleged "improper headgear." State police prosecutors and police officers testify in court that proper helmets must have a DOT label on the back, which the state police-issued helmets clearly do not. Massachusetts bikers are demanding an end to the double standard, the citations and the harassment."

BLACK BIKE WEEK IN SOUTH CAROLINA IGNORES NAACP BOYCOTT— Although the NAACP has called for a nationwide boycott of the state of South Carolina until the Confederate flag is taken down from atop the State House [this occurred on July 1], Black Bike Week in Atlantic Beach, S.C. went on as scheduled, with more than 150,000 riders from across the country attending the 20-year old event.

Though some of the black motorcyclists vowed to burn candles at midnight in support of the boycott, others took the attitude of Anthony Williams, who drove 10 hours from New Jersey to attend the event officially known as the "Atlantic Beach Bike Festival."

"The flag doesn't make any difference," said Williams. "It's been up all these years. For me, bike week is something I'm going to do every year for the rest of my life. No matter what."

According to the *Charlotte Observer*, NAACP officials were reportedly disappointed, but not surprised by the attendance, stating it's an individual decision the bikers had to make.

THOUGHT FOR THE DAY:

Pythagorean Theorem:	24 words
The Lord's Prayer:	66 words
Archimedes' Principle:	67 words
The Ten Commandments:	179 words
The Gettysburg Address:	286 words
The Declaration of Independence:	1,300 words
The U.S. Government regulations on the sale of cabbage:	26,911 words

—Bill Bish,
National Coalition of Motorcyclists

events

Meeting of the Minds

Hosted by ABATE of Illinois, the MRF's 16th Annual Meeting of the Minds takes place on September 21-24, 2000, at the Oak Brook Chicago Marriott in Chicago, Illinois. For room reservations contact the Oak Brook Chicago Marriott, at (800) 228-9290. Mention the MRF or MOTM for the special rate of $89 per night for single/double/quad occupancy.

The Marriott sits between Midway and O'Hare airport. ABATE of Illinois will provide free transportation. Call Pauli Lagerstrom, at (800) 87-ABATE or (309) 343-6588. Give her your flight date, time of arrival, and "especially" which airport you'll be arriving at. It's as simple as that! See ya there. *—Twiggy*

legal-ese

Think One Vote Doesn't Matter?

Think your one vote doesn't matter, or even count? Well, check this out. On March 5, 2000, the Democratic Party of Oregon (DPO) wrapped up its state platform and resolution convention in Eugene, Oregon. "Repealing the motorcycle helmet law for citizens over 21 years of age" was the number one item of the Transportation Legislative Agenda. It passed 68 to 67! The important thing is that now both major political parties in Oregon have declared support for the repeal of the mandatory helmet law.

This came about because about 20 bikers who had become precinct committee persons were delegates to the convention. There was intense lobbying that won over some nonriding delegates. A number of delegates abstained from voting on our issue, and many of them may very well have been "no" votes had our representative not been there educating them.

This was truly a team effort, but special thanks to "Diesel" Dave Ganslein, who made the phone calls and helped push this through. His work that weekend converted dozens of votes for our cause. Dave even hauled in AIM attorney Sam Hochberg, for a day of lobbying. Sam was one of the demo delegates. We figured he was effective in converting some delegates he talked to, because he doesn't "look" like a biker, at least not in his sport jacket.

Also included in the Legislative Agenda is the item: "Bar (not as in drink), discrimination in public accommodations based upon mode of travel or associated clothing." Attorney Spencer "Spike" Neal chaired the Human Rights, Justice, and Public Safety Committee, and this item also became part of the state platform!

Many thanks to all of our Oregon bikers who got involved with the party to make this happen.

—Frank Saxton,
Chairman, BikePAC of Oregon

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two-wheeled tidbits

Spanning the biking globe...

Palestine, Texas: Robbie Knievel, the son of stunt man Evel Knievel, jumped a moving steam locomotive in a 200-foot, ramp-to-ramp motorcycle stunt on live television. About 10,000 people gathered along the eastern Texas tracks to watch Knievel take off just before a Texas State Railroad locomotive plowed into the wooden ramp. Landing safely on the other side, he said, "That was close." According to the Palestine Herald-Press, Knievel stated before the jump, "Anybody out there that tries this is out of their mind."

Laughlin, Nevada: This little town 90 miles southeast of Las Vegas on the Colorado River recorded a 3.9 percent increase in visitor volume and an 8.3 percent increase in gross gaming revenue for 1999, according to the Las Vegas Convention and Visitors Authority (LVCVA). These healthy increases are due to many factors, among them the tens of thousands of motorcycle enthusiasts that come to Laughlin every spring.

Los Angeles: On May 5, 2000, Fox Sports began broadcasting, 11 hours a day, seven days a week, international sports programming to cable and satellite viewers across Central and Eastern Europe, including motorcycle shows and racing. Now I can move to Budapest.

Wen Lin, China: Zhejiang Qianjiang, which means, Zhejiang's "River of Money," is the Lion Company's most successful motorcycle joint venture in China. They expect to produce one million units this year, from 36cc mopeds to 250cc roadsters. This accounts for about 10 percent of China's total production. They seem to be doing the right thing.

One Last Pearl: ABATE of Washington's Karen Bolin made a profound statement at the MRF's Best of The West worth repeating. In dealing with her state legislature, she said, "I'm tired of coming here with my hand out begging for my freedom." That should be our call to action folks. One by one we're being stripped of our rightful freedoms all over this country ... and the world. We must remain vigilant in our efforts to get back and retain our individual rights, or we'll wind up slaves to the people we elect and the people they select to rule us!

—Gunny, Oregon
AIM Chief of Staff

What's the difference between a hamster and a cow?

Cows usually survive the branding.

Hotshot
Matchstickin'

What's the difference between Albert Einstein and your ol' lady while you're holding her head under the covers?

Einstein's a smart feller . . .

Brown
Redding, Calif.

stray parts

Feed Your Head

In Naples, Indiana, a battery of Brainiac bikers kicked some serious Mensa butt recently, reports the *Naples/Collier News*. Picture a crowded bookstore here in the Crossroads of America, where the fourth "Bikers vs. Brainers Trivia Contest" is taking place. On one side are members of the Gator Alley chapter of ABATE, and at the other rail are members of the super-smart Mensa organization, whose constituents rank, IQ-wise, in the upper two percent of the world's population. Final upshot: the scooter jockeys trounced the eggheads' team by a clear margin of 38-31, with proceeds from the amicable gourd-bending competition going to the Mensa scholarship fund.

The U.S. Senate is trying to get us "drunk," and you and I will sooner or later be picking up the resultant punitive tab. Here's another example of the increasing, bipartisan—spell that "cluster-hump"—federal encroachment on our states' autonomy. Our illustrious senators, shamelessly kowtowing to the Clinton White House, voted on June 15 to set the first-ever national blood-alcohol level for drunk driving at 0.08 percent, a move which would in effect usurp the present power of all individual state legislatures to set their own standards. The U.S. House of Representatives will have to concur before this bill can become law, but don't hold your breath expecting those yoyos to put the brakes on this nationalist fever—and remember, shortly down the road it'll be 0.06 percent, then 0.04, then 0.02 . . . and then Listerine will be outlawed.

Finally, some gun-control legislation I can get behind. I've always dug Vermont, and here's yet one more reason why. Long one of the highest gun-ownership sectors in our country, the Green Mountain State may soon become the first to require a permit for unarmed citizens—you'd have to get a license to not own a firearm! Representative Fred Maslack, according to *The American Prospect* magazine, has introduced just such a bill, citing that there is "a legitimate government interest in knowing who is prepared to defend the state should they be asked to do so." I love it—let's see how the pro-registration fanatics like it when the shoe is on the other foot.

Thumpa-thumpa, my ass. All's quiet on the Harley-Davidson Motor Company trademark front (except for maybe the corporate sniveling). More than six years after H-D fired up a ridiculous attempt to patent the sound of its V-twin engine, the factory has announced the withdrawal of its application with the U.S. Patent and Trademark Office. Why? According to Joanne Bischmann, H-D's vice president of marketing, "We're tired of throwing tens of thousands of dollars out the window on litigation." Well, cry me a river, Aitch-Dee; you started that particular pissing contest, after all. "If our customers know the sound cannot be imitated," Bischmann added, "that's good enough for me and for Harley-Davidson." Hmm, I guess this gal's too young to have ever heard, say, a Moto Guzzi chugging down the road.

Are you finding it harder to soar with the eagles because you're completely surrounded by turkeys? There's a reason. Cornell University has just completed a study showing that the more incompetent people are, the less aware they are of their own brainlessness. They have a built-in dumbass factor, in other words. Further, the higher their level of ineptitude, the less likely these bozos are able to recognize others' competence. Figures—just take a gander at your boss and his or her favorite brown-noser and draw your own conclusions, Sherlock. Mystery solved.

Tricky Dick mines the slush fund one last time, or at least his surviving family does, lending credence to the theory that brass balls may indeed be passed down by an inherited gene. Naw, this item isn't about California's Dick Floyd (that gasbag is political history now, thank God). I'm talking about the Checkers master himself, Richard M. Nixon (c'mon, let's not forget that our present president isn't the only chronic liar we've ever had squirming in the Oval Office's big leather chair). As hard as this is to believe, we Americans have just been reamed to the tune of 18 million bucks for—now get this—compensation payment for the presidential papers, photographs, and tapes which were seized after Nixon's forced resignation 26 years ago. With classic chutzpah, Nixon initiated the legal proceedings a mere six years after leaving the presidency in disgrace. As I reach for the economy-size jar of Vaseline, I ask you: Paid your taxes yet?

That's it as far as my own nonpresidential transcripts for this month. Hang loose and cover your caboose, troops, and I'll catch up with you around the next curve.

—Savage

investment news

Two-Wheeled Investor

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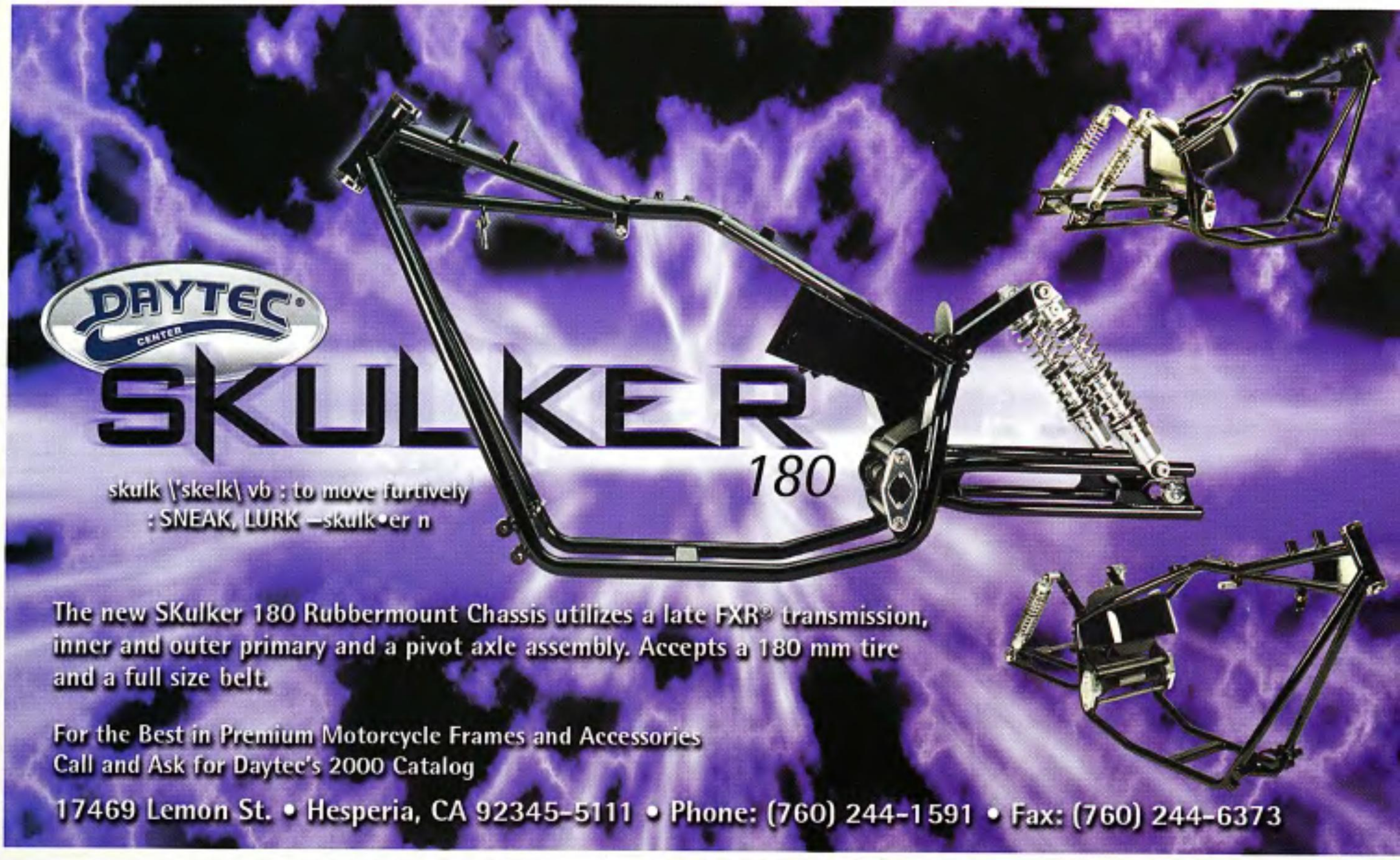

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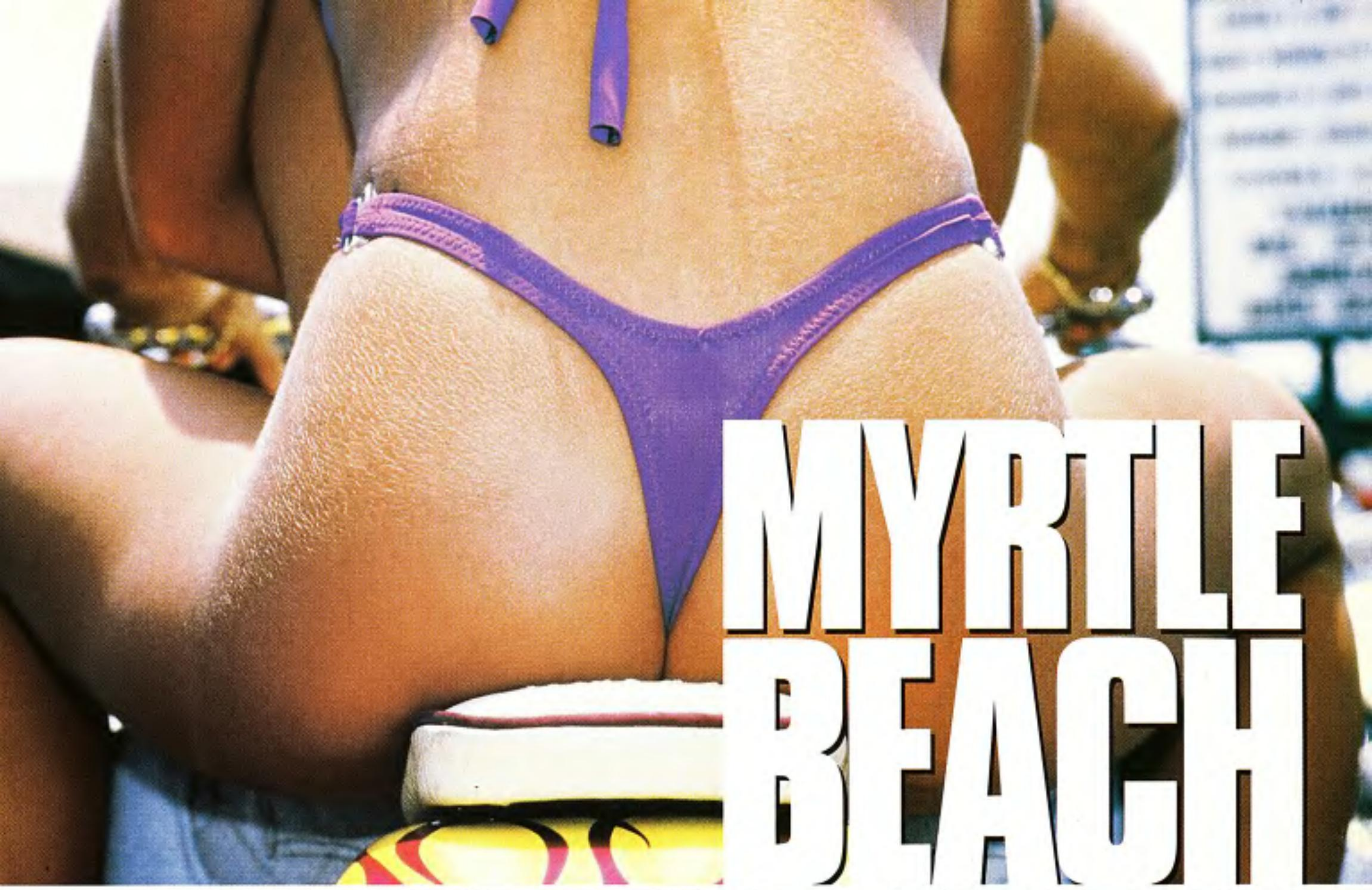
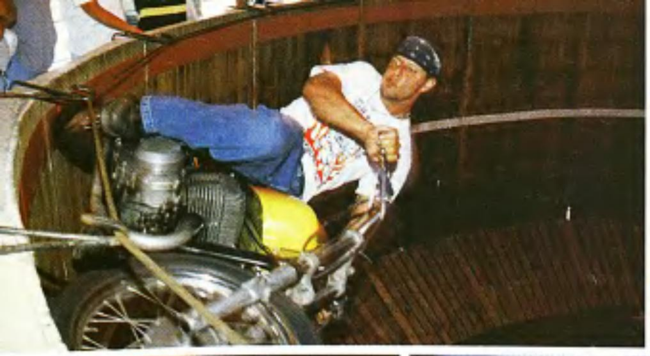
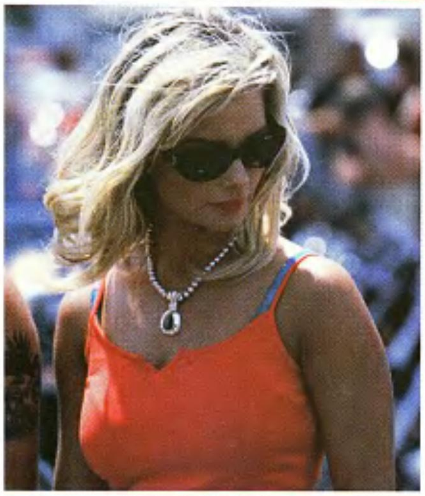


MYRTLE BEACH 2000

Myrtle Beach Bike Week gave us yet another chance to visit the South and be graced by all that famous Southern Hospitality—or so we thought. As your faithful Easyriders staff made plans to provide you with outstanding overall coverage (read: locate all strip clubs and out-of-the-way-biker bars), the confusing news hit us full force. Our wonderful and gorgeous travel agent called and told us, "If you guys are planning to take bikes to your hotel, don't. There's no motorcycle parking allowed, and everything else is completely booked!" This, just four days before flying the friendly skies to the Beach.

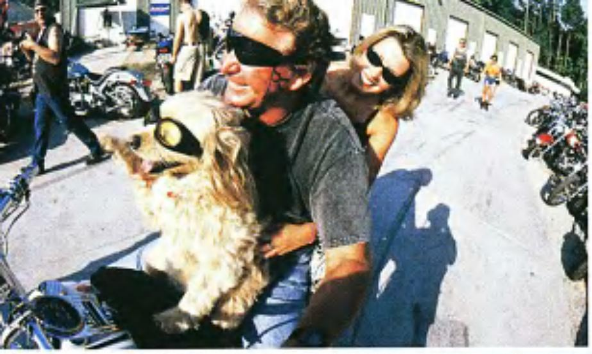
YOU CAN'T PARK YOUR BIKE HERE!





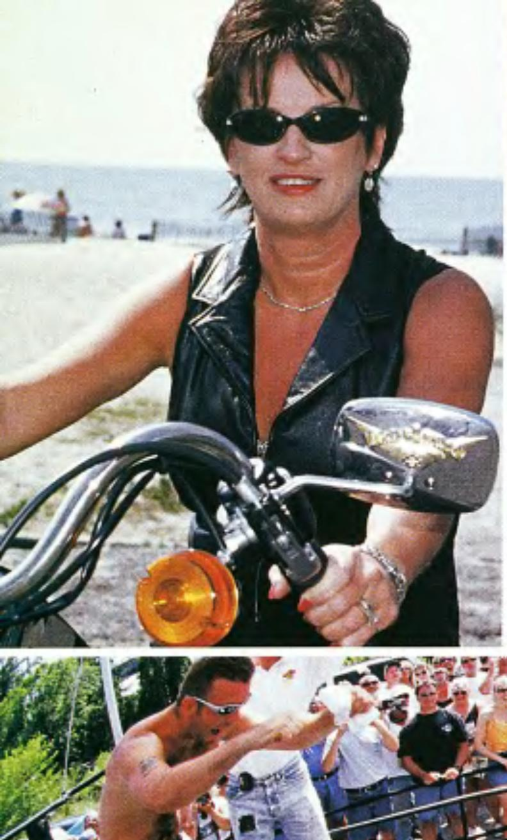
Coca-Cola

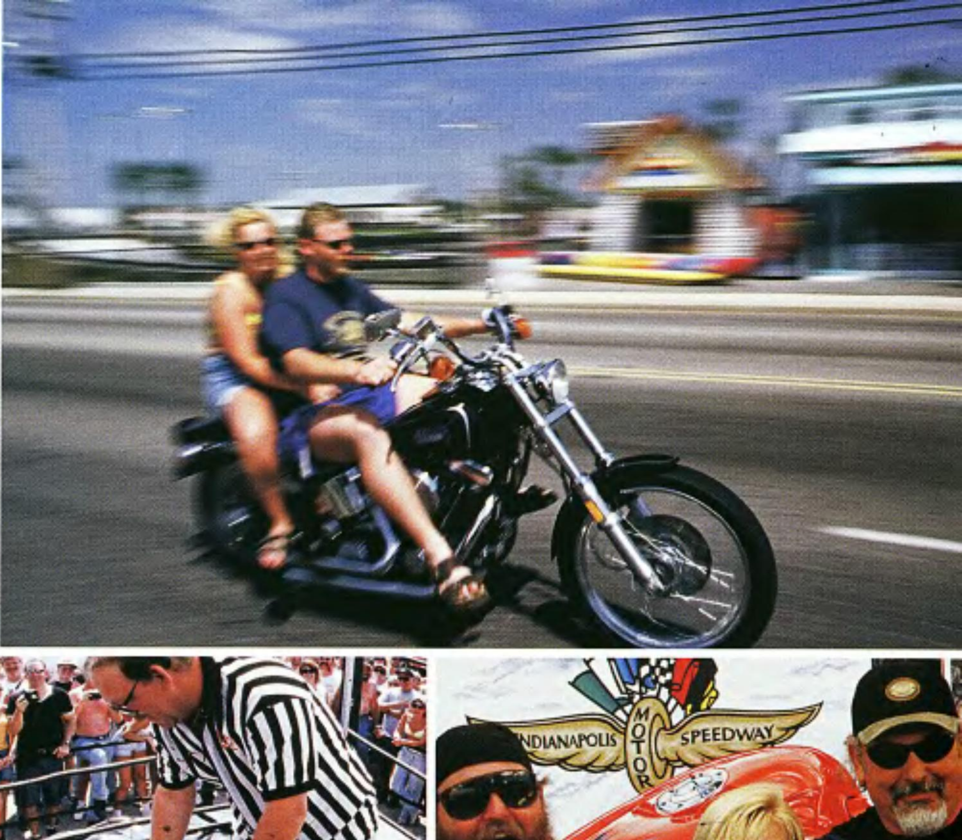
2000
BIKE WEEK

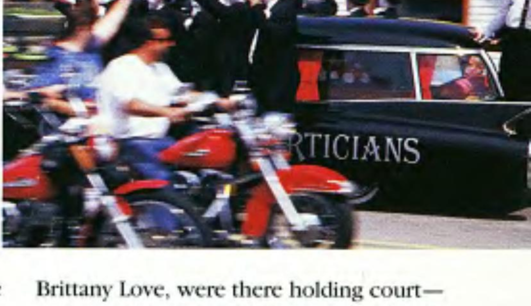


Hard to believe you say? Bullshit, ya say? That's what we said too! Until we got there. As it turned out, more and more of the larger hotels would not allow motorcycle parking at the hotel. And, no, they weren't providing extra parking anywhere else. There were also more "No Colors" signs in front of businesses this year than last. Although the signs were up, the FBI was out in force, and the prices at some of the vendors spaces were high. But all in all another Myrtle Beach Bike Week came and went and, if you could forgive the "No Parking" signs, was another super successful event.

So, what should you do if you want to visit Myrtle Beach during Bike Week? First, have a mind set that it's gonna take forever to do anything. Forget the fact that folks seem to move slower in the South, I'm talking major traffic ... *everywhere!* And not just for bikes. Remember, this place has approximately 100 golf courses spread out all over, and the mix of bikes, cars, and blue hairs makes for a dangerous concoction. That's why most folks find one or two places to hang out most of the week and don't move. This year, we staked our tents a little farther north than usual. There wasn't a night that went by that you didn't see us hanging out at the Dog House North or the Doll House, which just happened to be across the street! Both places took excellent care of us and are places



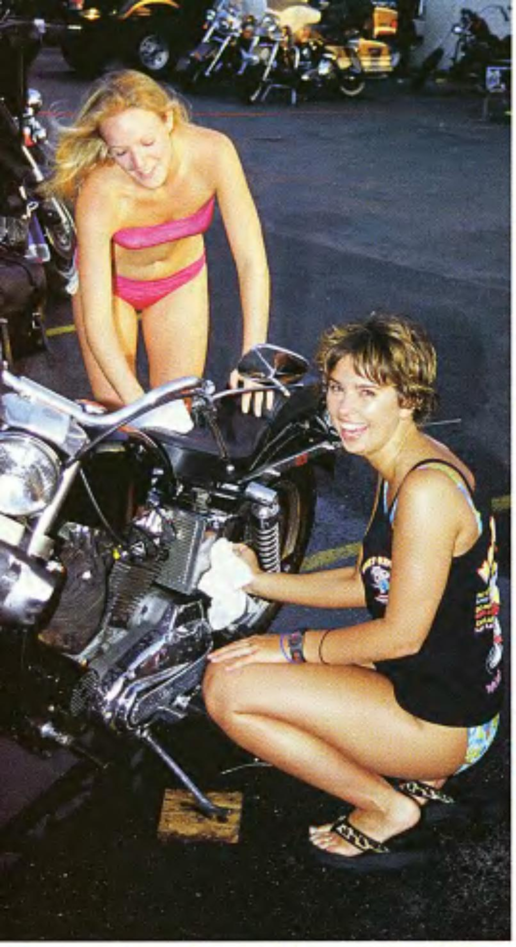




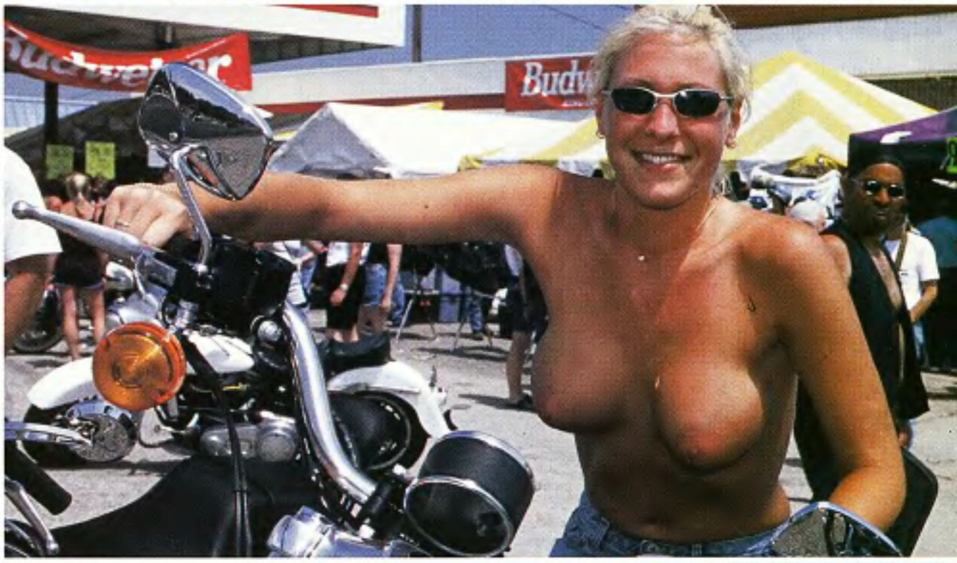
you need to stop and relax in for a while.

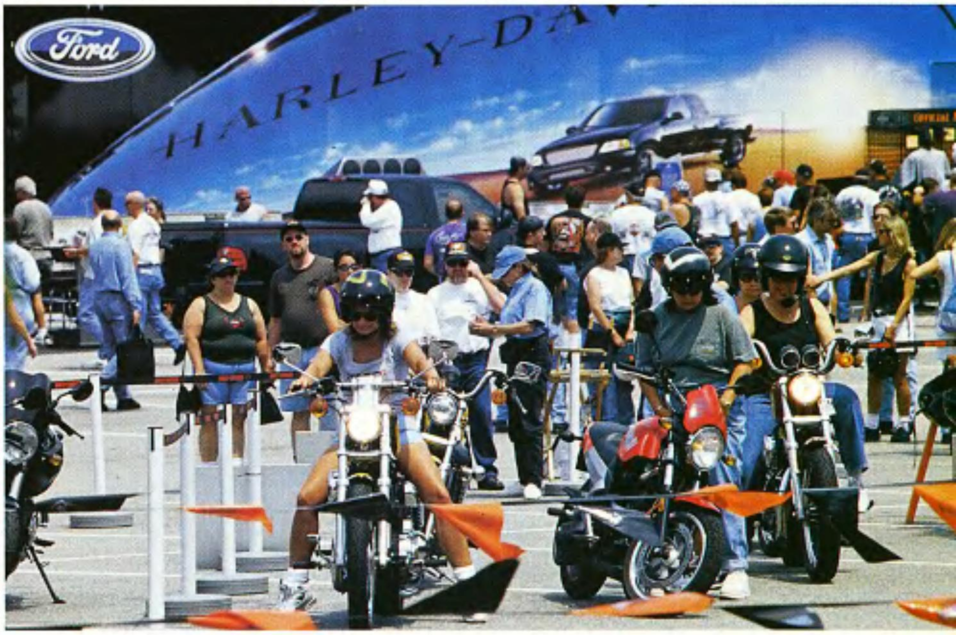
But those aren't the only places in town. From the renowned Dick's Last Resort on the North End, to the infamous Suck Bang Blow at Murrells Inlet to the South, you couldn't help but not be able to see everything this week has to offer—especially since more of these places are becoming mini-events themselves. Take Suck Bang Blow—the place not the acts—at Murrells Inlet. For all of you rookies, this is the place where you can ride your scooter right into the bar, hit the burnout area, and see how much smoke and burnt rubber you can throw around the joint. Also, this was the place where a large number of topless beauties could be found. Miss Nude Atlanta, Marley Murphy, and our bodacious Fox Hunt winner (*Easyriders* issue #327) and overall feature entertainer Brittany Love, were there holding court—among other things! Besides that, the entire area was a top-shelf vendor area.

The free—and not so free—concerts were plentiful. From Myrtle Beach H-D to Celebrity Square on the Boardwalk, bands like the Doobie Brothers and Blue Öyster Cult kept the thousands of partiers up all night. Sometimes the party was provided for you, sometimes you had to make your



Hard Rock




Ford

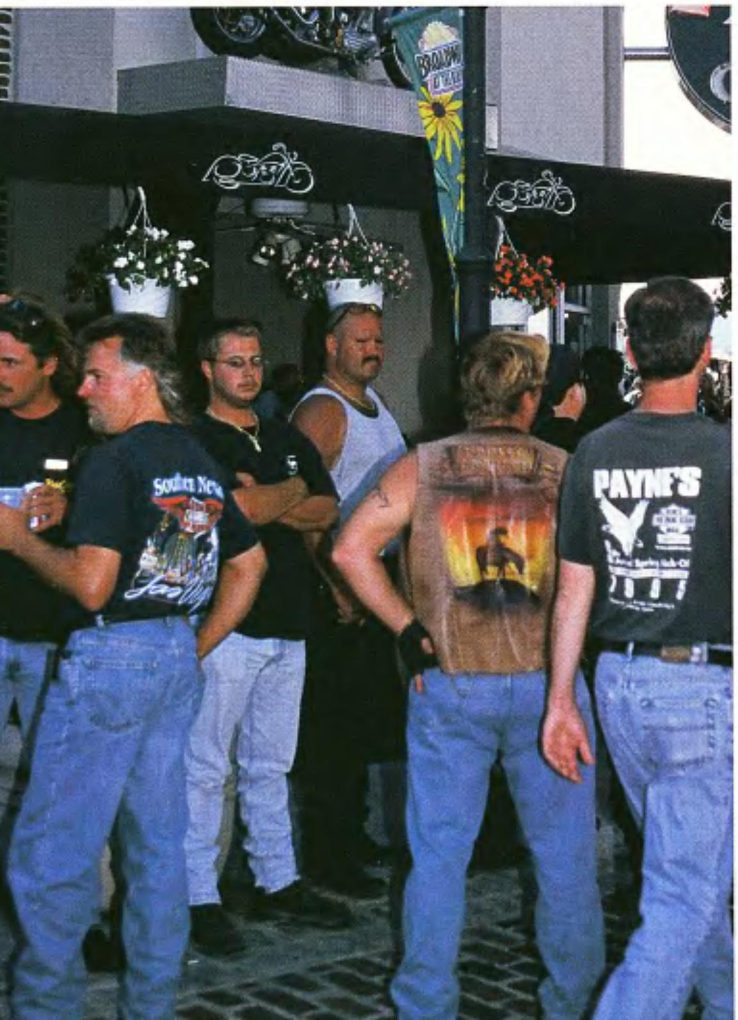
own. If you were at Celebrity Square you were given the opportunity to buy an armband that got you into the concert and all the bars and restaurants in the Square with no cover charges!

On a sad note, most of the planned events around Myrtle became "nonevents." Not because of poor planning or anti-political correctness, but because of the great weather. In years past, rain threatened to ruin the event at any moment; this year, however, the skies were sunny, allowing for miles and miles of great helmet-free riding. Unfortunately, that meant fewer people participating in the events. No matter what you decided to do—ride all over South Carolina, try to hit every bar from north to south and back, or just hang out and watch the pack of bikes go by and enjoy the sun—there was something for everyone at Myrtle Beach.

This event has grown so much over the last few years that most area businesses want—and are planning—another Bike Week scheduled for September every year. 'Course that'll probably mean higher hotel rates, more traffic, lots of pictures being taken by the Feds, no bike parking ... you get the picture.

—Oil Can

Photos: Aaron Stevenson, Pam Proctor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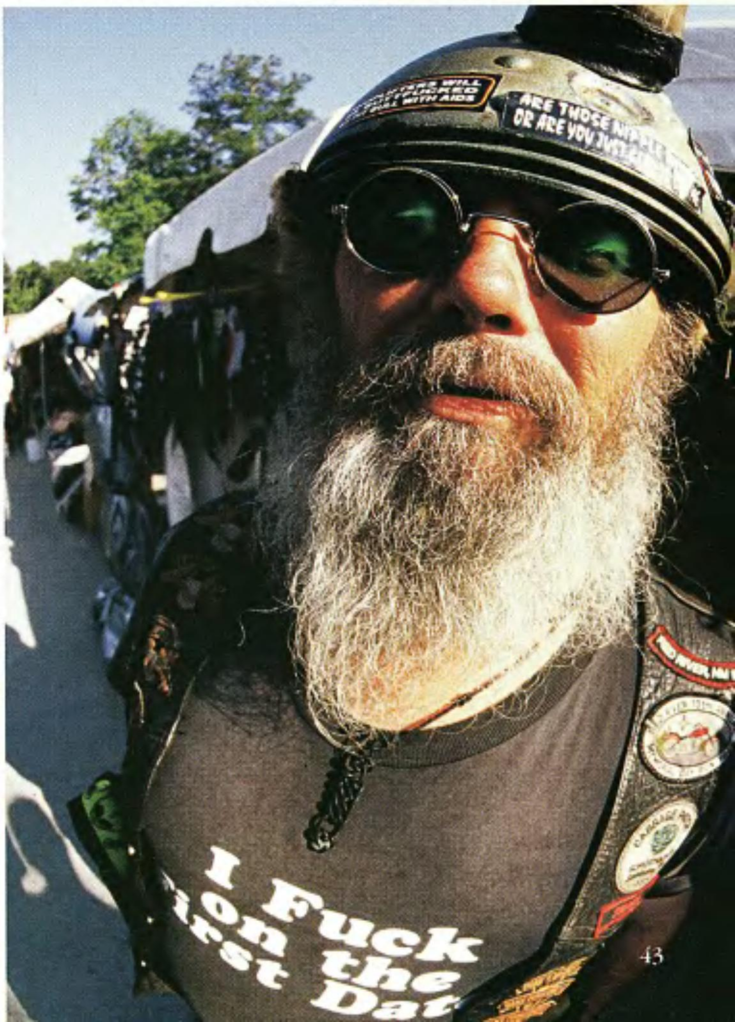
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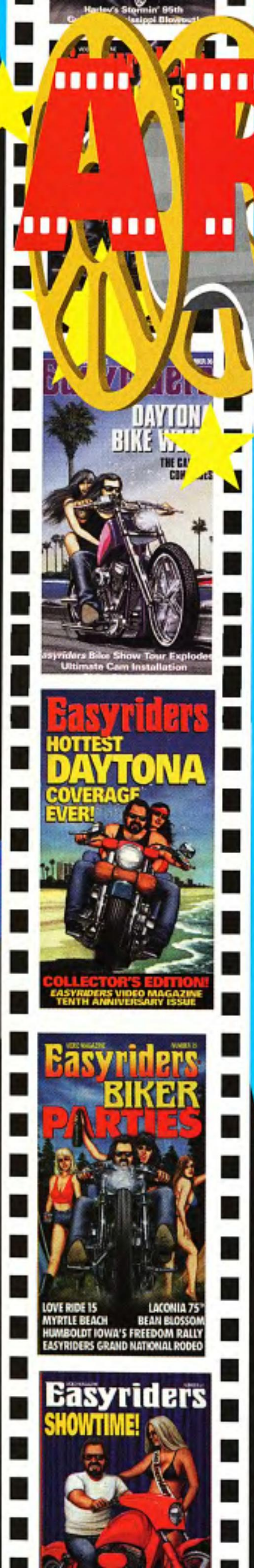

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- ☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.
- ☐ Video 19: Easyriders Chillicothe Rodeo '93, Road to Sturgis, Tim Bauer Comedy, Lorenzo Lamas "Renegade".
- ☐ Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Rip, Corbin's Fantasy Bike Wash, C.C.I. Pro Street Kit Tech.
- ☐ Video 22: Laughlin River Run '94, Fashion Show, Mikuni Tech Tip, David Barr's World Tour. Music by Sleep Walkers.
- ☐ Video 23: Sturgis '94, Easyriders Fox of the Year, C.C.I. project bike, Spring Cleaning w/Clean Dean, Carl Morrow Warbird Project.
- ☐ Video 24: Florida Key Runs, Easyriders Rodeo Grand Nationals '95, Henderson Revival, Chrome Plating Feature, Micah McCloskey.
- ☐ Video 25: Daytona '95, Easyriders 7th Invitational Bike and Tattoo Show, Dave Mann Bike Wash, Crane Cams Ignition Tech.
- ☐ Video 26: Best Biker Parties, Laconia '95, Tijuana Toy Run. Brake Bleeding Tech, Illusion Motorcycle.
- ☐ Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger.
- ☐ Video 28: '95 Coast-to-Coast Easyriders Rodeo Roundup, Women of Drag Racing, Easyriders 25th Anniversary issue.
- ☐ Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.
- ☐ Video 30: Laughlin River Run '96, Texas Rattlesnake Roundup, Myrtle Beach '96, Bridgeport '96. Doobie Brothers.
- ☐ Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos.
- ☐ Video 32: Daytona '97, Easyriders Rodeo Wrap-up '95, Wild Weasels, S & S Cycle.
- ☐ Video 33: Exotic Dancer Run. Easyriders Grand Nationals Rodeo '96. Easyriders Bike Show '97 Bash in Anaheim. Rolling Thunder/Run for the Wall. David Mann Wedding. Carlos Giutarlos.
- ☐ Video 34: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. Easyriders Columbus Bike Show. Biker Jokes. Fryed Brothers.
- ☐ Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter.
- ☐ Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo".
- ☐ Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team.
- ☐ Video 38: All Sturgis '98. This Sturgis special takes you through the whole Sturgis experience with an interview with Bob Newland, a feature on Peter Fonda, the Bushtec Trailer Tech and more!
- ☐ Video 39: The best of the biker parties brings you all the party action from coast to coast. Myrtle Beach '98, Iowa Freedom Rally, Laconia 75th Anniversary, Bean Blossom Boogie (Indiana), Love Ride #15 and Chillicothe Easyriders Grand Nationals.
- ☐ Video 40: 10th Anniversary Easyriders Collectors Edition chronicling our crazy exploits as we partied around the globe. Hottest Daytona Coverage Ever.
- ☐ Video 41: Easyriders Bike Show Tour. Myrtle Beach Rocks. 17th Annual Laughlin River Run. Plus in the Bonehead Enduro from Washington State.
- ☐ Video 42: Sturgis madness 1999. Butte, MT for a run to benefit the Dumas Brothel. Memorial Day in Red River, NM. Rip's BAD Ride to fight Diabetes.

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The Fourth Of July had a very special flavor this year for Florida bikers—the sweet taste of Freedom was in the air! Some over-anxious riders couldn't wait until July 1 to doff their lids, and were sited riding bare-headed throughout the Sunshine State, grinning from ear-to-ear, prior to the official effective date of the helmet law repeal. But many ABATE members waited to ring in the Independence Day weekend with a midnight Freedom Ride on Saturday, July 1, that began with most helmets strapped to sissybars or bashed into pieces in jubilant victory celebrations as Florida became the 30th state to allow adult freedom of choice, and the fifth state to repeal its helmet law since 1997. A few celebrants chose to continue wearing their helmets, and that's what "Freedom of Choice" is all about!

"I believe government oversteps its legitimate role when it excessively interferes with personal freedom," said Florida Governor Jeb Bush after signing the bill, which will allow motorcyclists 21 and older the freedom to choose when and where to wear a helmet, provided they carry proof of at least $10,000 in medical insurance.

Bush had said he would sign such a helmet law repeal bill if bikers could get it to his desk, and on June 16 he followed through in spades (way to *go*!), just like his Presidential-hopeful brother George W. did in 1997, when, as governor of Texas, he signed a similar bill into law.

It took Florida motorcyclists 31 years and one vetoed helmet repeal bill to ultimately reach their goal of freedom of the road, and they are to be congratulated for their righteous perseverance, particularly ABATE of Florida president and lobbyist James "Doc" Reichenbach who became a fixture in their statehouse as he championed their bill through the legislature.

Independence Day Florida Freedom Ride

Photos: Michael Lichter, Pam Proctor

But the enemies of freedom never sleep either, and rumors in Tallahassee indicate that pro-helmet forces are already casting a shroud over the celebrations by promising to try to bring back the helmet law again next year! Such dark rumblings couldn't keep the thousands of Florida riders who partied all across the state from sheddin' their skid lids and riding with the wind in their hair!

You can bet that Daytona Biketoberfest and Bike Week will be week-long celebrations of newfound freedom, but if you're going to these events, and who ain't, please remember who fought for your rights and be sure to stay at the ABATE of Florida campground ... the money you spend today will help protect your right to ride free tomorrow!

For those who fought for it, freedom on that Independence Day 2000 had a sweet flavor that the protected will never know. Ride free brothers and sisters.

—Bill Bish
National Coalition of Motorcyclists

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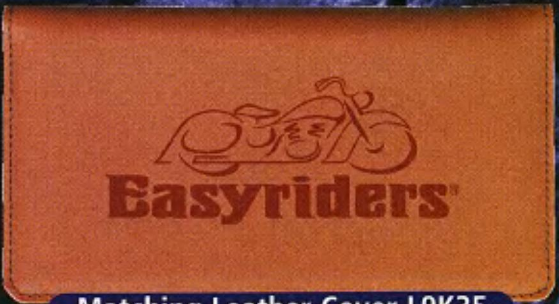

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WIDE WONDERS

Just purchased my first H-D, a '99 FXD Super Glide. I selected this model because of the Twin Cam motor and sporty handling characteristics. My problem is, I love the wide glide front end look. If I go to a wide glide tree conversion, how much will I give up in handling? Thanks for the great mag and advice.

Paul
Valencia, California

Any extra weight you add by converting the bike will be negligible, and your handling will not be adversely affected. I'd say go with the wide glide conversion and fine tune your ride over time with fork oil, springs, and rear shocks.

FINISH FIX

A bro of mine recently purchased a 2000 Softail and put a pair of cheap bags on it until he could pay for the Genuine Harley bags that he really wanted. In the short time he used these cheap bags, they rubbed a nickel-sized bare spot in the frame. I was under the impression that all Harley frames were powdercoated; my bro believes that the frame is painted in black enamel. Can you advise him on the best way to fix this bare spot instead of just covering it up with the bags?

Sno Ball
Cleveland, Ohio

Powdercoat, although strong and tough is not impervious to wear over time. Quick fix: spot paint over the bare spot. Long fix: have the frame or swingarm stripped and repowdercoated. Enamel paint would be easier to fix; again, spot painting by a pro will yield a result that is unnoticeable. Ask a professional painter, and they'll probably be able to do this fix even over the powdercoat. After all, it's a small area. As my buddy would say, "I can't see it when I ride."

CRACKING THE CODE

I'm getting ready to build my own V-twin hybrid, but am new to this, and have little experience with Harley-Davidsons. I'm a bit confused about the model letter designations of the different bikes. I understand WG, ST, etc., but the rest have me baffled. I would appreciate any information you could give me on this.

Eazy D
Columbus, Ohio

The easiest thing to remember is that Big Twins fall under FX and FL designations; Sportsters are variants of XL. FX and FL go way back in time, but the big-fendered bikes with the headlight nacelles or full dressers, and even Heritage Softails fall under FL. Wide Glides, Super Glides, Softail Customs and even rubbermounts (not rubbermount dressers, though) are under the FX series. Sound confusing? Actually, we don't have the space to educate you on H-D model designations here so here's what we suggest: As a prospective hybrid builder, familiarize yourself with the type of chassis you want to use, Softail, rubbermount (FXR), 4-speed swingarm, rigid, whatever. Determine this and then you can work off of parts in the catalogs that are made for your type of motorcycle. Buy some H-D parts catalogs and service manuals, and familiarize yourself with the machines. There is no easy way to cover it all here, and there are so many parts that can cross over from older models to new ones that it can be overwhelming at times. Just do your research, buy manuals, and don't be afraid to ask questions! Good luck!

POWER PLAY

I have a 1982 FLT, 7.4:1 compression ratio, that I bought new. I've replaced the mufflers with Custom Chrome turnouts, replaced the main jet from 165 to 170 and the slow jet from stock 70 to 75, but I had to drop it down to 72. I haven't done anything with the air cleaner. The bike starts great and runs great with what I have, but I was thinking that I would like to get a little more out of it—along the lines of changing pistons, possibly the carb, and definitely the air cleaner. Am I thinking in the right direction? S&S is the only air cleaner I have seen to fit my model. Is this good?

T. Kohl
Hudson, Ohio

My personal favorite carburetors are Mikunis; I've just have the best luck and performance with them. I'd suggest saving the labor and expense of cracking open the engine for your last option. Do the easy stuff that will help the engine breathe first, and you'll notice a dramatic difference in performance. Custom Chrome has 42mm Mikuni carb kits for your bike (part # 24-120 for big twin Shovelheads, 1970-1984). They come with a round stock-type chrome bell air cleaner, K&N element, and are very tunable and easy to work on. Give it a look, and consider it for your ride.

SPORTY SHORT

I have an '89 Sportster 883 that for some reason will run like a shot cat then, without warning, will die at full throttle. I have checked fuel starvation, fouled plugs, coil, plug wires, dirty tank, dirty carb battery, and have had it checked out by an H-D dealer several times where they adjusted the carb for running too rich. I have found out that after coasting to the side of the road without turning off the switch it will crank over but not fire. But if I turn off the ignition then turn it back on it *will* fire. Is my switch bad, am I resetting a breaker by turning off the switch, or do I need to look somewhere else? Any help you could give would be very much appreciated.

Mike
Marion, Arkansas

Sounds like you checked all of the right things, but I'd still suggest a Peak Flow (Golan Products) petcock and fuel filter. It sounds more like a wiring problem. It may be hard to tell, but try listening for the circuit breaker to click as it resets. It will be a faint noise, but you can hear it. Ignition and starter switches are easy to replace, and with the help of a magnifying glass, you can chase the wiring diagram in your service manual to any problem areas in your wiring harness. Hell, the circuit breaker could even be malfunctioning, so check that out also. They are under $10 so it may be worth it to change the sucker.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

"Dolly is a grief counselor—my scooter blew a cylinder."

Biker Ink

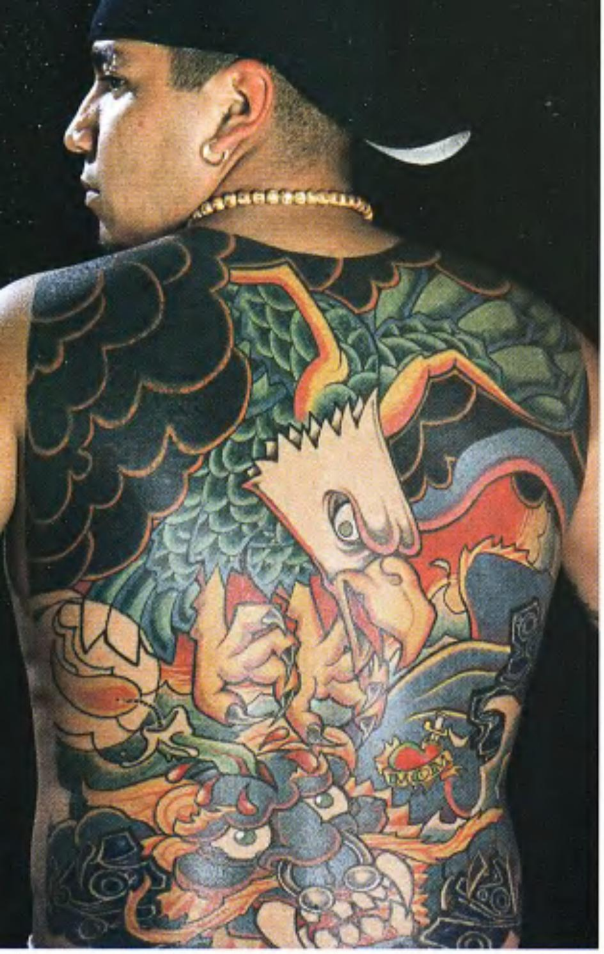
PRIDE, HONOR, AND PASSION

Ask Joe Citizen to picture a biker and at some point he'll mention tattoos. It stands to reason when you realize that tattoos were just one more thing your mama didn't want you to get into (you all know the rest of that list ... it includes motorcycles). Sportin' a little skin ink is as rebellious as bringin' home a stripper for Thanksgivin' dinner with the family. Guess you could say that we who ride have a rebel streak a mile wide.

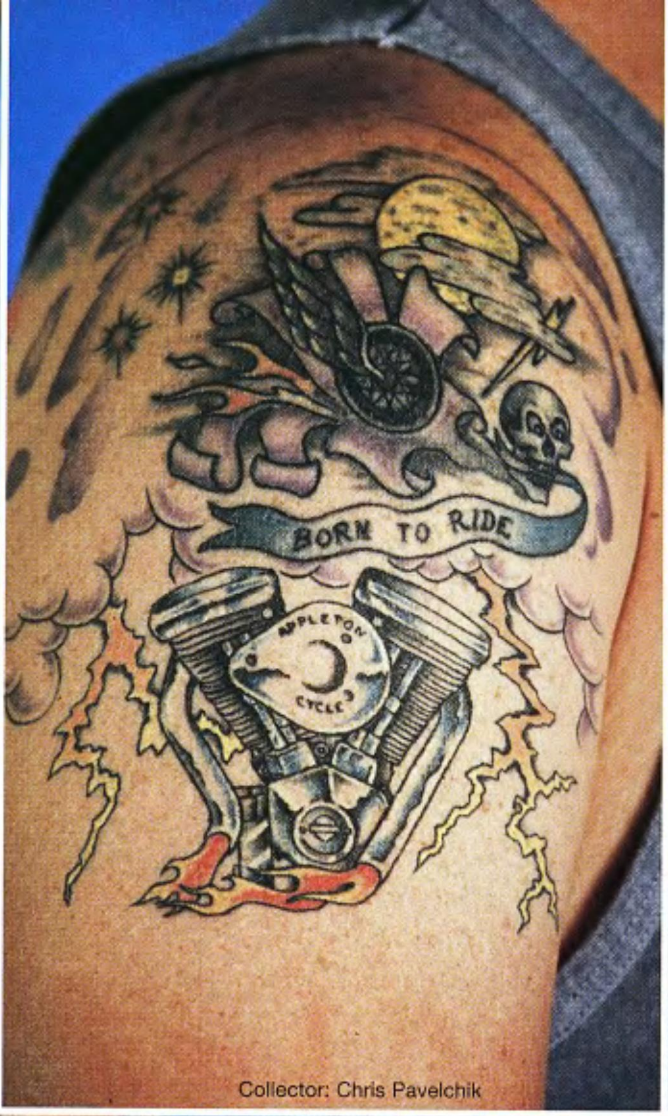
This annual Tattoo Special honors the daring dermagraphics found on bikers everywhere—ink meant to honor a lifestyle that we all hold dear. You'll find some of the best examples of scooter ink we've come across in our sister publications, *Tattoo* and *Tattoo Flash*. Many of the images seen here were taken by a man who has been with *Easyriders* since our humble beginnings nearly 30 years ago. Billy Tinney is a biker legend in his own right and has been documenting the pride, honor, and passion of riding through photography for just as long.

Take a slow wander through this gallery of ridin' glory and you'll discover an inner voice that is calling you to get up, put on your leathers, and ride like the free spirit you are ... and maybe, just maybe, go get yourself a tattoo to mark your dedication to freedom.

—*Phantom*

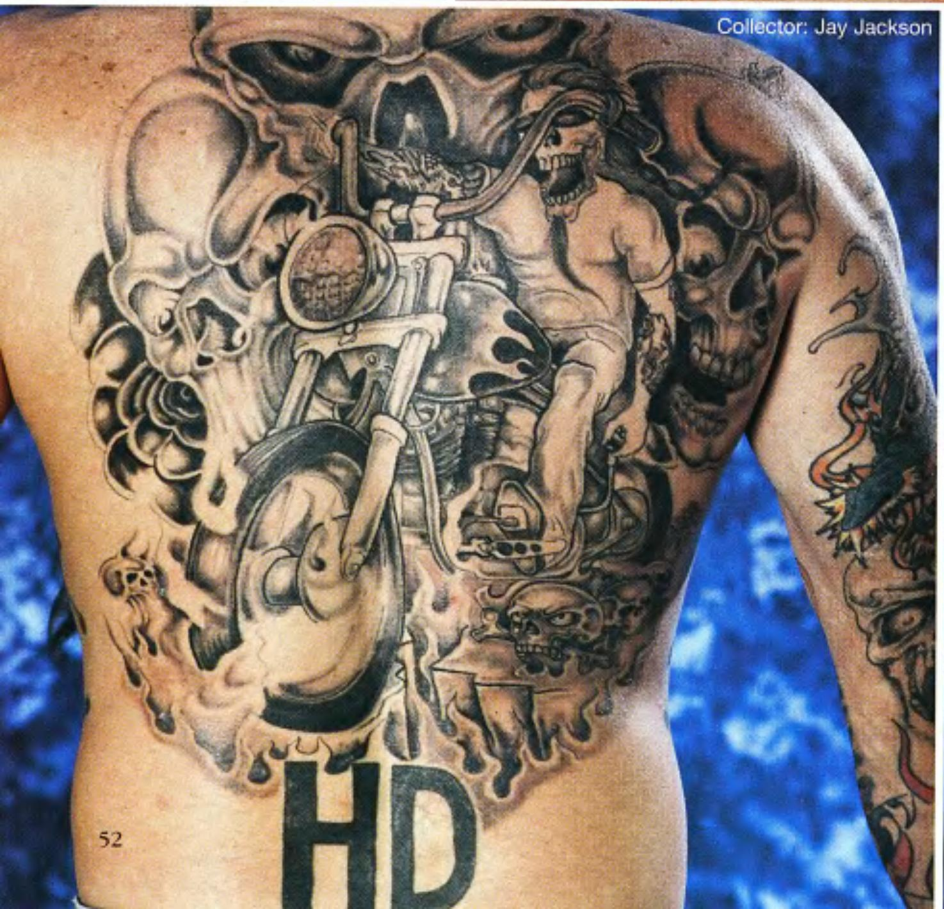


Artist: Rich Ives

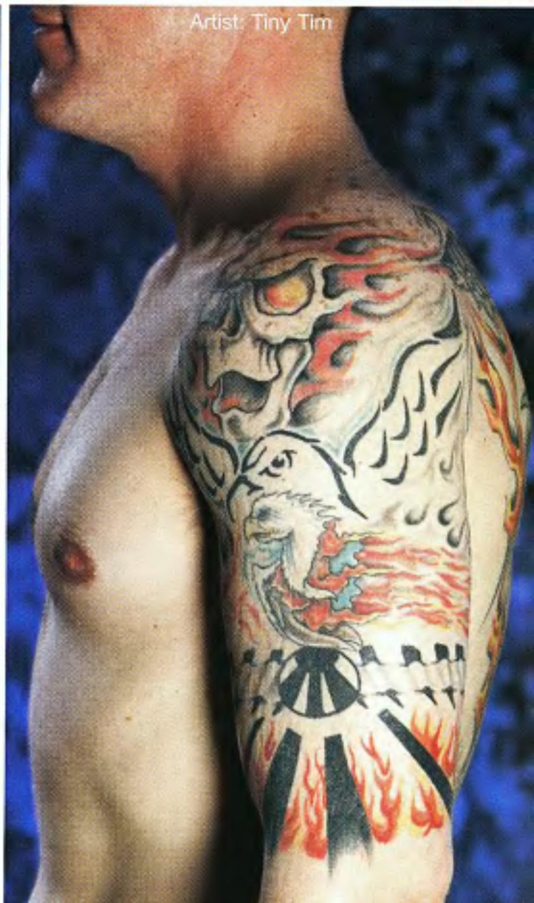


Collector: Chris Pavelchik

Artist: Mike Pike

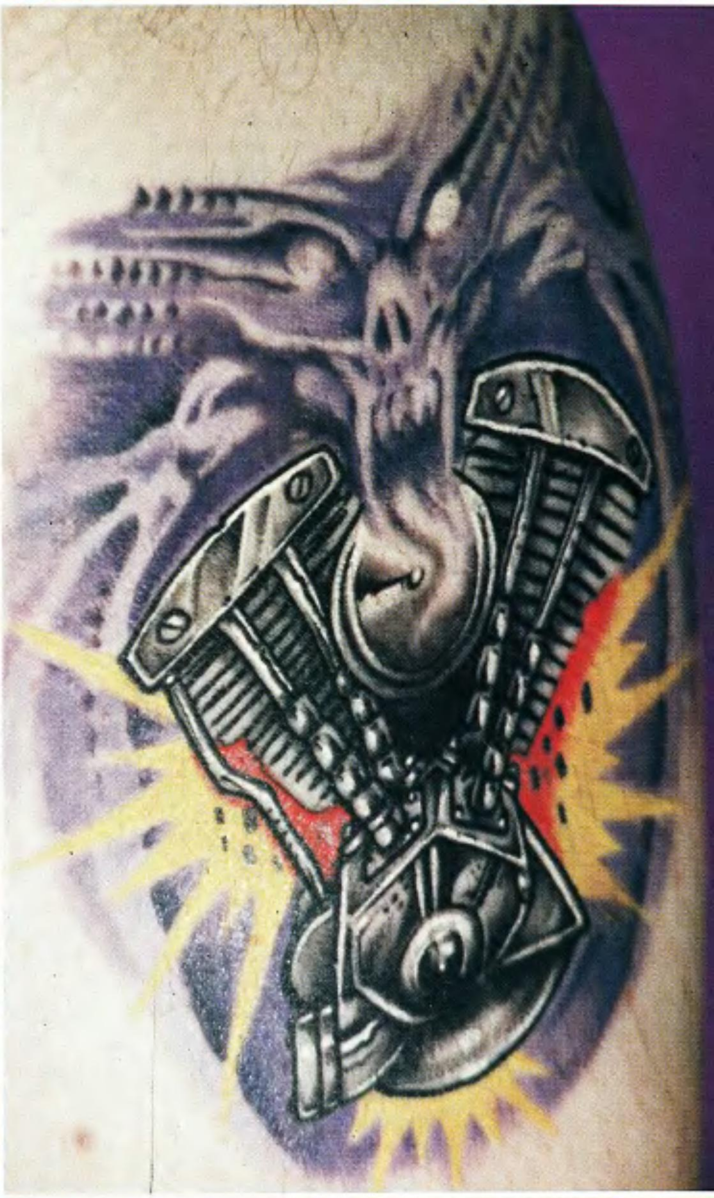


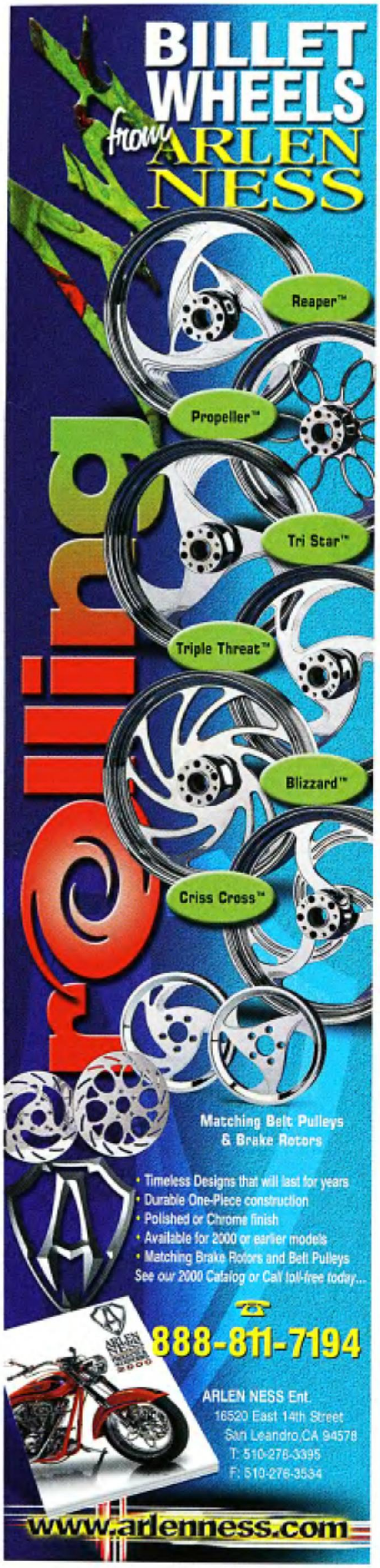
Collector: Jay Jackson

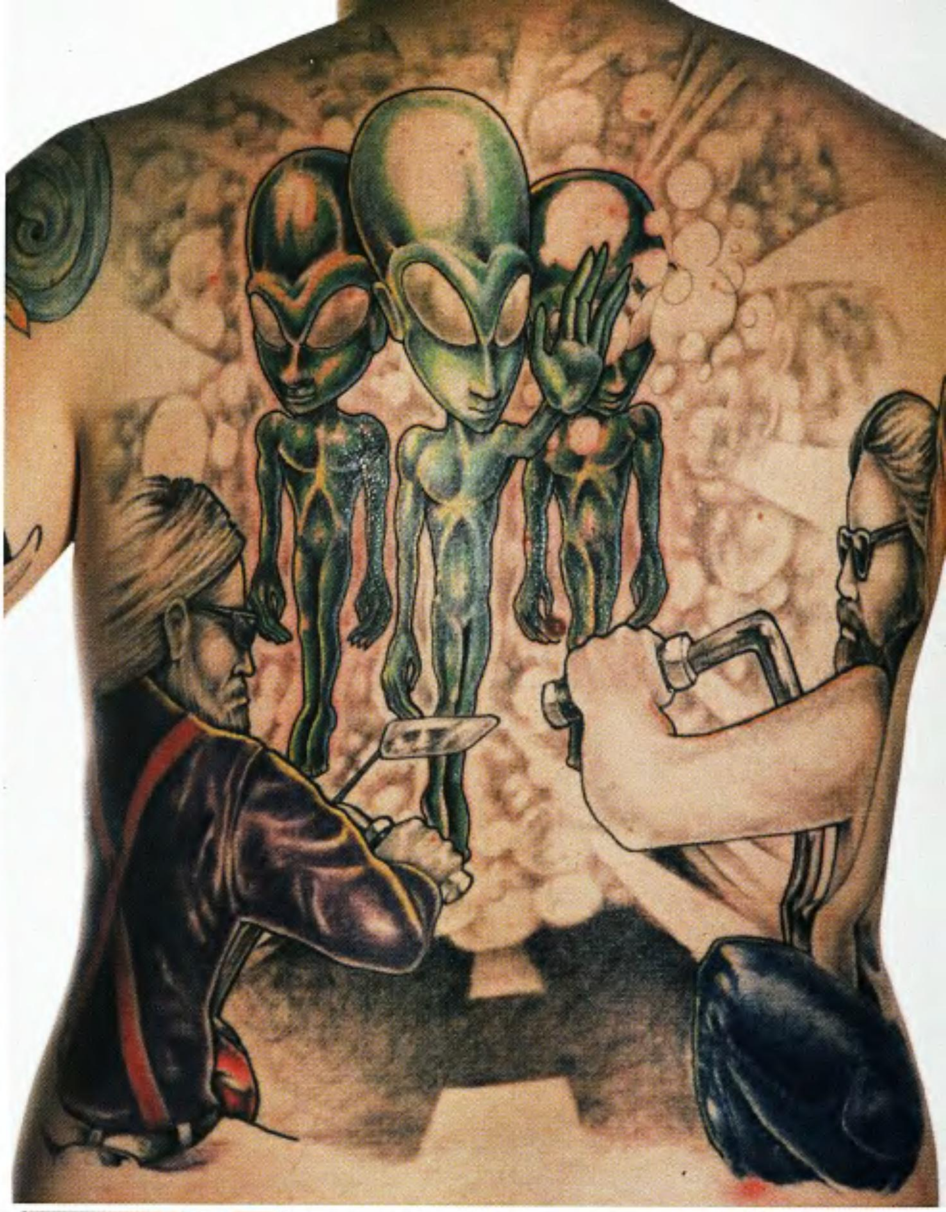

Artist: Tiny Tim

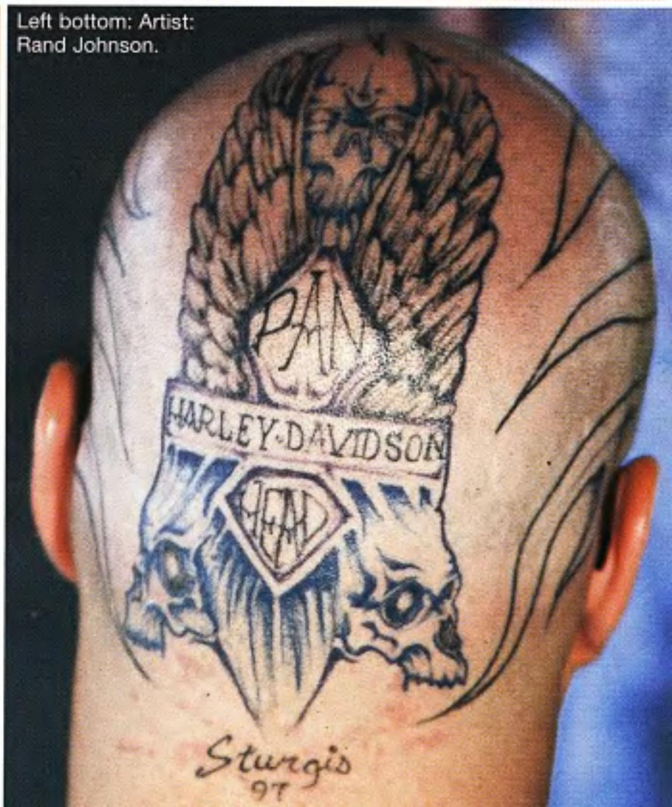
Artist: Mike Siderio of Rebel Image Tattooing

Artist: Henning Jørgensen of Royal Tattoo



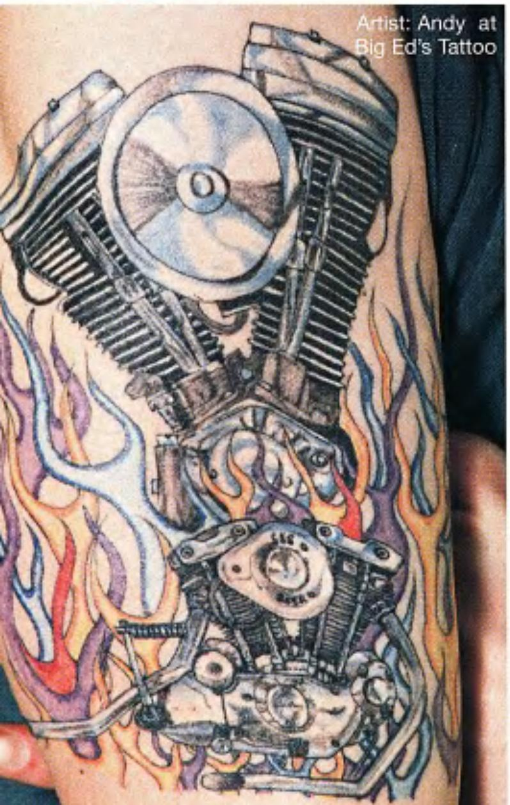


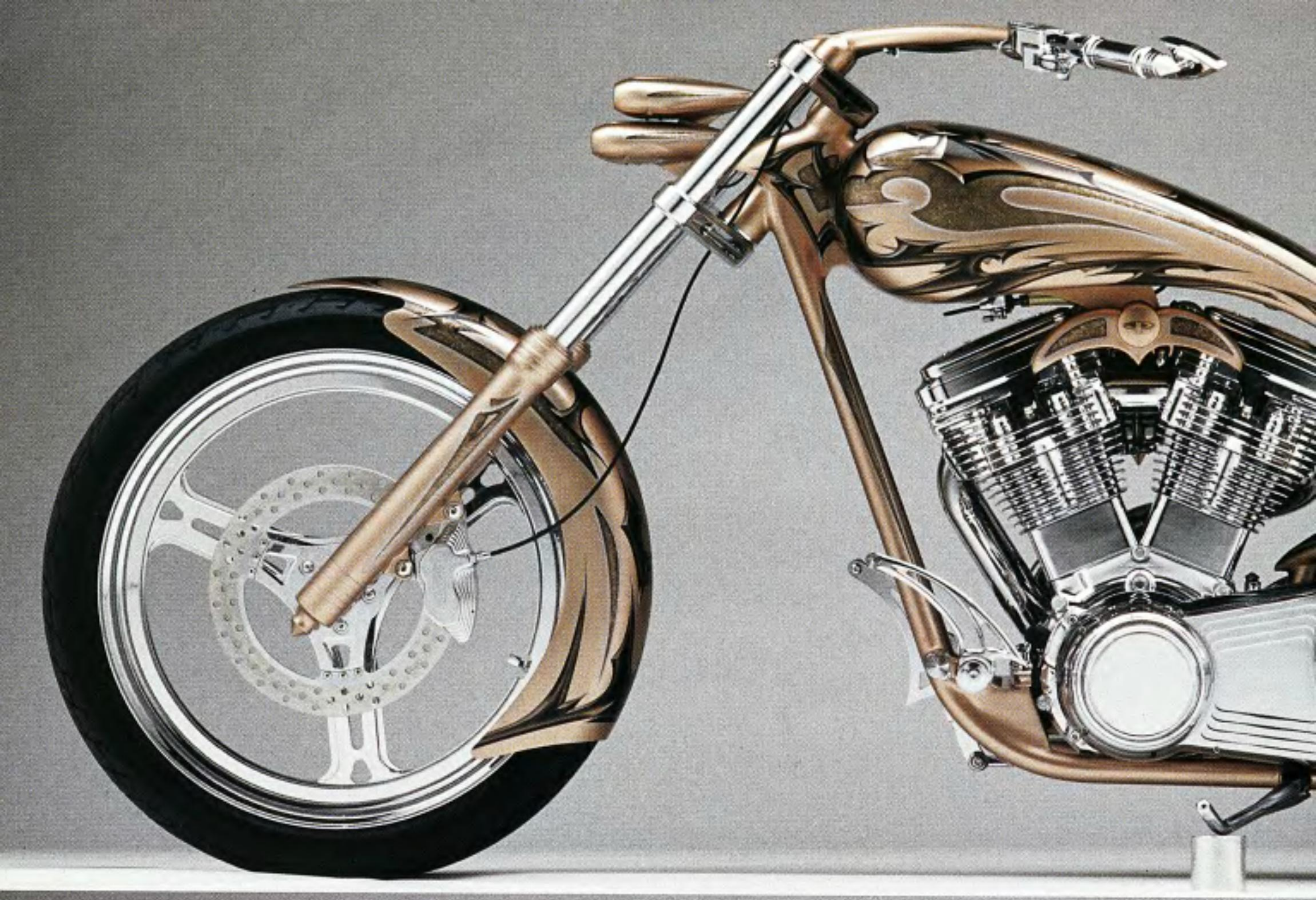


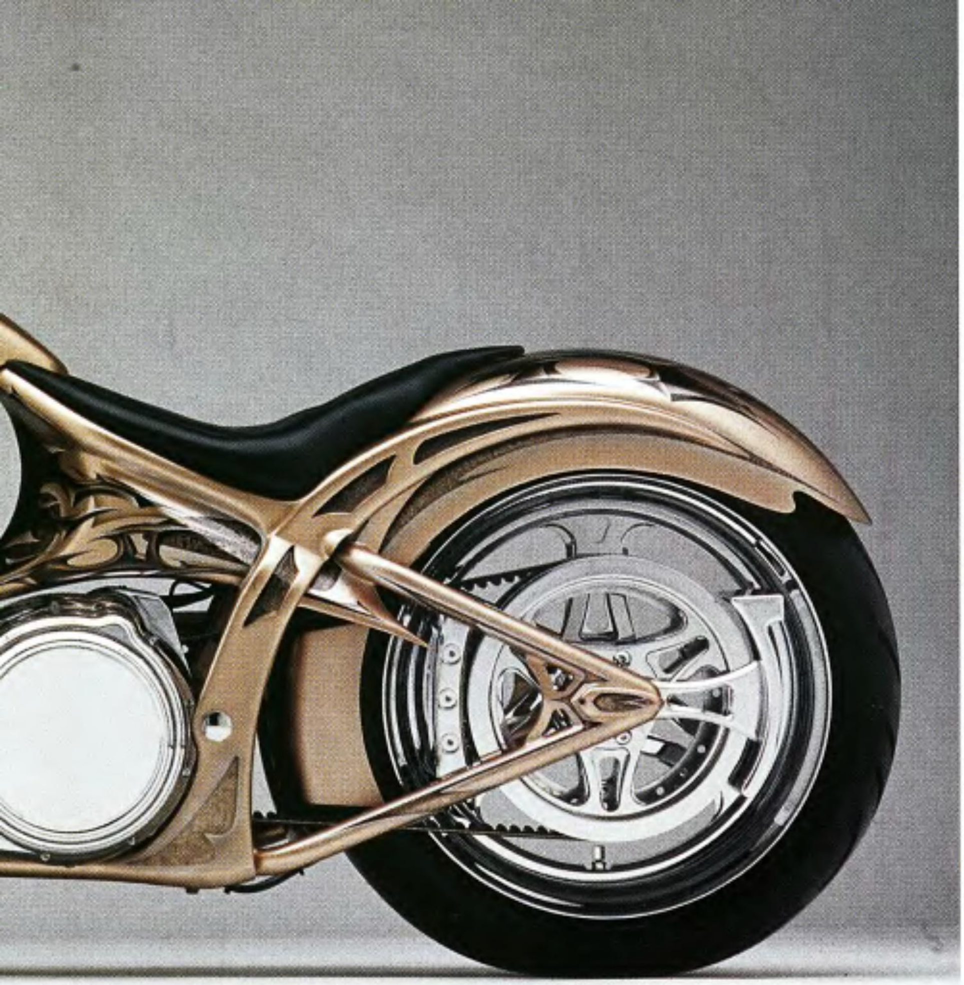


Left bottom: Artist: Rand Johnson.

Artist: Robert Towse


Artist: Andy at Big Ed's Tattoo





BIKE OF THE YEAR

PAUL YAFFE'S PRODIGY

prod-i-gy (Paul-Yaffe-Originals) n., pl. -gies. **1.** A person with exceptional talents or powers: a child prodigy. **2.** An act or event so extraordinary or rare as to inspire wonder. **3.** An omen or portent. (Lat. prodigium, omen.) **4.** VQ's "Bike of the Year", built by master bike builder Paul Yaffe.

The gleaming rolling sculpture known as Prodigy sat stoically at the Easyriders Bike Show in Sacramento, California—a silent sentinel that speaks volumes of its builder Paul Yaffe. Fresh from its victory at the Oakland Roadster Show, where it garnered "World's Most Beautiful Bike," the gleaming copper creation won top honors in Sacramento and then took First Place Best of Show in the Invitational Class at the Academy Awards of Bike Shows, our own Easyriders Invitational Bike Show in Columbus, Ohio. If that were not enough to place this epic two-wheeler in the annals of custom history, Paul Yaffe went on to win Best Builder, and Prodigy won Best Bike at the VQ "ViQé" Awards in Daytona Beach this year. As mentioned in the dictionary definition listed herein, Prodigy does indeed inspire wonder in all who gaze upon her.

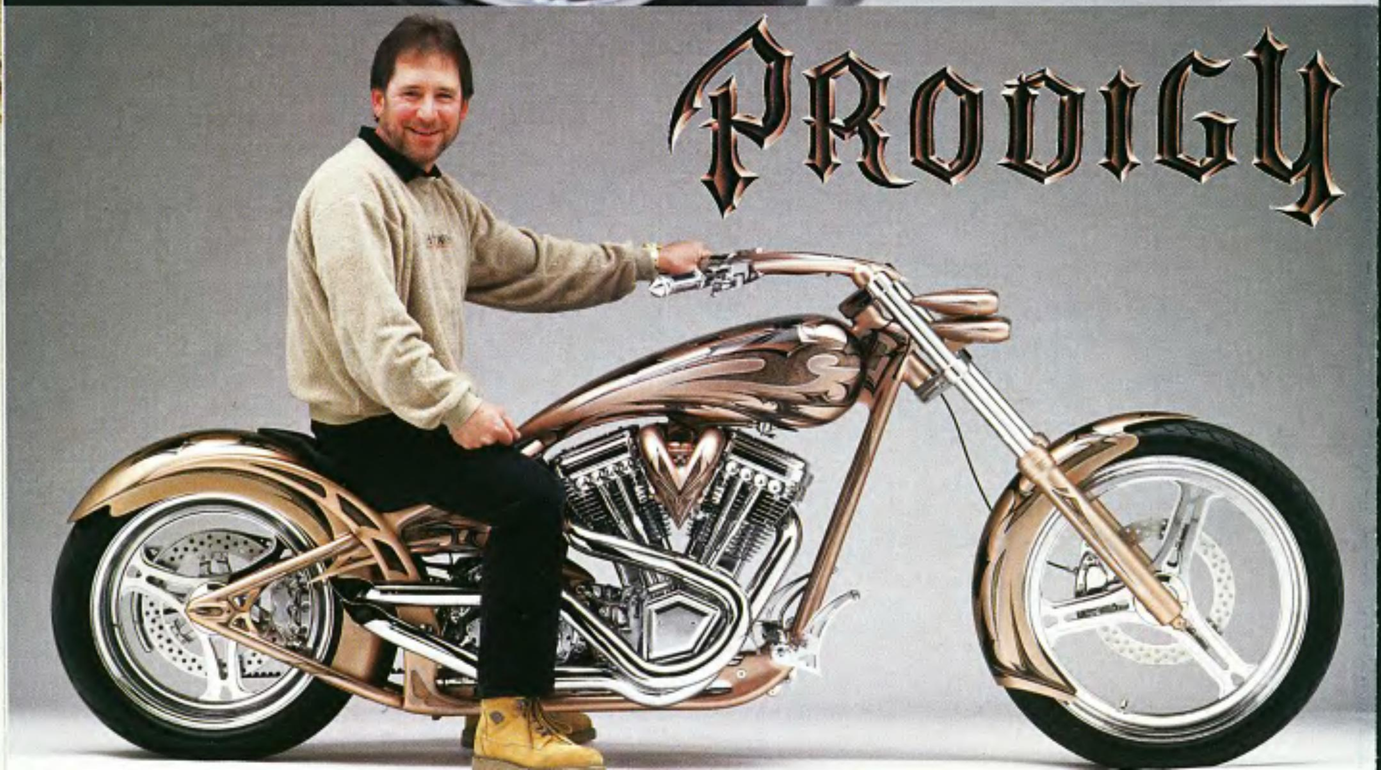
The bike's owner, Dr. Dennis Block, a dentist who hails from Valdaraiso, Indiana, gave Maestro Yaffe free rein with this Softail project. Believe it or not, as wild a custom as Prodigy is, the good Doctor rides it everywhere. Though exotic in the looks department, Prodigy utilizes a radically redesigned Ness frame and a reliable 80-cubic-inch Harley Evo motor. A close look at the frame and swingarm reveals a masterpiece of intricate design suitable for inclusion in a DaVinci codex. Paul worked many late hours designing and redesigning the look and flow of this world-class cruiser. Inspired by the biomechanical creature in the *Alien* film trilogy, Yaffe included subtle details such as the bike's venomous fanged handlebars and risers.

Naturally, the paint would have to tie in to Prodigy's H.R. Geiger facade and Paul turned to the talents of renowned painter, Dawne Holmes. Ms. Holmes spent many weeks perfecting the right mix of elements (including real copper) for Prodigy's mind-blowing cloak of amazing color. She also came up with the bike's name and once you walk around this scoot a few times, you'll agree that every single definition listed at the top of this feature fits like the proverbial calf-skin glove.

Easyriders is proud to share this ground-breaking custom with you. Any motorcycle that is named "Bike of the Year" must raise the bar on the customizing world and dare all other builders to create in new ways, using new materials and new ideas. Prodigy is all that. How do you top this, Paul?

—Phantom Dave

Easyriders


PRODIGY

passin' gas

A group of Cubans desert their island and are halfway to Miami in a tiny old boat. During their stressful journey at sea, the oldest man aboard suffers a massive heart attack, and as a last wish he pleads for a national flag to say goodbye to his dearest Cuba.

Having abandoned everything in Havana, the other Cubans look around desperately in their small vessel to find something that could resemble the flag of their country—a T-shirt, a handkerchief, anything. No luck.

Just as they're almost ready to abandon all hope, a 20-year-old girl interrupts their fruitless search and shows them a bright tattoo of the Cuban flag, which she has on the left cheek of her buttocks.

The young girl pulls down her shorts and slowly lowers her underwear, the Cuban flag tattoo riding high on her beautifully shaped and tanned buttock cheek. She sidles over to the dying man and flashes her ass right before his face.

The old man caresses the "flag," grabs her golden butt cheek with both hands, and starts kissing it with great passion, moaning, "My dear Cuba, I say goodbye to you with great sadness . . . my land . . . my flag . . . Havana, I will miss you so . . ."

The old guy goes on like this for almost 15 minutes nonstop until, with tears in his eyes, he says to the girl, "Now, *chica*, turn around, *por favo*r, because I want to kiss Fidel goodbye!"

Terry
Left Tit, Ohio

Jerry and his ol' lady Sandie are driving down the Interstate doing 55 mph in the family cage, with Jerry behind the wheel. She looks over at him and says, "Honey, I know we've been married for 15 years, but I've decided I want a divorce."

Jerry says nothing but slowly increases the speed to 60 mph.

Sandie then says, "I don't want you to try to talk me out of it, because the fact is I've been having an affair with your best bro, and he's a better lover than you ever were."

Again her ol' man stays quiet, but the car speeds up as he's getting more and more pissed off.

"I want the house," she says.

They're now doing 70 mph.

"I want the kids, too," she continues. Jerry's foot presses on the gas, harder and harder—now he's up to 80 mph.

But she's not through. "I want the car, the checking account, and all the credit cards, too." Her ol' man slowly starts to veer toward a bridge overpass up ahead as she asks, "Well, is there anything *you* want?"

"Nope," says Jerry, "I've got everything I need."

"And what is that?" Sandie asks.

Jerry replies, just before they hit the cement piling at 90 mph, "I've got the airbag!"

Graybeard
Newfoundland, N.J.

Kaister was sitting in his attorney's office. His lawyer asked, "Do you want the bad news first, or the terrible news?"

"Give me the bad news first," said the bro.

"Your ol' lady has found a picture worth a half-million dollars."

"Jeez, that's the bad news?" Kaister asked incredulously. "Then I can't wait to hear the terrible news."

"The terrible news is that it's of you and your secretary."

Big Bill
On Top

Handsome Hank sits down next to the hardbelly at the bar. "Baby, I'm a man of few words," he says. "Let's screw."

"Sure," she says. "Your place or mine?"

"Hell, if you're gonna argue about it, forget it."

Tangerine Maelene
Lafayette, Ind.

A midget with a lisp wants to buy a horse, so he heads out to a ranch run by a really tall cowboy. "I want to buy a horth," he tells the cowboy. "A female horth."

So the cowboy brings out the best mare he has in his stables, asking, "Do you have any questions?"

The midget says, "I want to thee her eythes." The cowboy lifts up the midget so he can look into the horse's eyes, puts the midget down, then says, "Anything else?"

The midget says, "I want to thee her earths." So the cowboy hefts the midget up again so he can get a good look at the horse's ears. No sooner does he set the little man back down, the midget says, "Now I'd like to see her teef."

The cowboy is starting to get more than a bit ticked off, but again he hoists the midget so he can check out the horse's teeth. When the inspection is done, the cowboy asks in an irritated voice, "All right, you little bastard, is there anything else you'd like?"

The midget says, "I'd love to see her twat."

That does it. The fuming cowboy grabs the midget and shoves his face right up into the horse's crotch, then throws him down to the ground and demands, "Anything *else*?"

The midget says, "Yeah, let me refrathe that—I want to thee her run!"

Rocky
Palm Beach, Fla.

Panhead Pete was wandering aimlessly around in the supermarket, loudly calling out every few seconds: "Crisco, *Cris*-co!"

Finally a store clerk approached to help him. "Sir, the Crisco is on aisle five."

"Yeah, I know," replied Panhead Pete, "but I'm not looking for shortening—I'm calling for my ol' lady."

"Your wife is named Crisco?"

"Naw," answered the biker, "I only call her that when we come here to the supermarket."

"Oh?" said the confused clerk. "What do you call her when you're not in the supermarket?"

"Lard Ass," replied Panhead Pete.

Merc
Iowa

"You're in incredible shape," congratulated the doctor. "How old are you again?"

"I'm 78," the patient said.

"Amazing," remarked the doctor. "How do you stay so healthy? You look like a 50-year-old."

"Well, my ol' lady and I made a pact when we got married that whenever she got mad, she would go into the kitchen and cool off, and I would go outside to settle down," he explained.

"What does that have to do with it?" asked the doctor.

"I've pretty much lived an outdoor life."

Bell
Tollin'

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Dennis Block
City: ....Valparaiso, Indiana

General
Fabrication:........Paul Yaffe/Mac Daddy
Year/make: ....2000 Paul Yaffe Originals
Model:............................Prodigy Softail
Assembly: ....Paul Yaffe/Keith Bailey
Chroming: ....Concours (Bob, Kim & Wayne)

Engine
Year/model: ....2000 Evo
Rebuilder: ....Paul Yaffe
Ignition: ....Crane Hi-4
Displacement: ....80 cubic inches
Lower end: ....H-D
Balancing: ....factory
Pistons: ....J&E
Cases: ....H-D
Heads: ....Screamin' Eagle
Cam: ....Screamin' Eagle
Lifters: ....JIMS
Carb: ....Screamin' Eagle/Woods
Air cleaner: ....Paul Yaffe
Pipes: ....Paul Yaffe

Transmission
Year: 2000
Modifications: ....back-cut gears

Paint
Molding: ....Wayne Adams
Painter: ....Dawne Holmes
Color/type: ....copper/lacquer
Special paint: ....Dawne Holmes

Frame
Year/type: ....1999 Softail-style
Builder: ....Ness
Shocks: ....KT torsion bar
Modifications: ....40-degree rake, 3-inch stretch

Accessories
Bars: ....Paul Yaffe
Risers: ....Paul Yaffe
Handlebar controls: ....Performance Machine
Fenders: ....Jesse James/Paul Yaffe
Headlight: ....Paul Yaffe/owner
Taillight: ....Paul Yaffe Originals
Speedo: ....don't wear 'em
Pegs: ....Paul Yaffe
Foot controls: ....Paul Yaffe
Electrics: ....Kevin Bailey
Gas tank: ....D&D/Paul Yaffe
Oil tank: ....Paul Yaffe
Oil system: ....Paul Yaffe
Primary cover: ....Ness
Seat: ....Paul Yaffe/Top Notch
Mirrors: ....Paul Yaffe Originals
Grips: ....Paul Yaffe

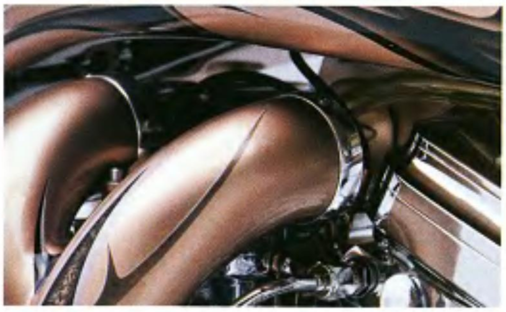
Forks
Type: ....hydraulic
Builder: ....Paul Yaffe/H-D
Modifications: ...4 inches over, custom legs, RC Components triple trees

Wheels

Front
Type: ....Performance Machine
Size: 21-inch
Tire: ....Avon
Brake: ....RevTech

Rear
Type: ....Performance Machine
Size: ....17 inch
Tire: ....Avon
Brake: ....Performance Machine

Paul's special thanks: ....Brian Landry and Dr. Block for the opportunity
Photos: ....Michael Lichter



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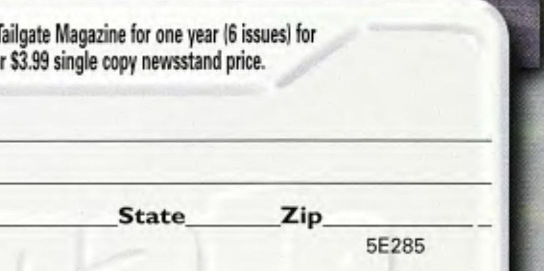

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Easyriders 2000 Biketoberfest Guide

When you were a kid, shlepping from house to house near Halloween time dressed up like a biker, people probably figured, "Oh, isn't he cute! He's dressed up like a biker! Here, have a candy apple." Of course, being the citizens they were, they had no idea that even at a young age, this lifestyle was no costume party. Fast-forward a couple of decades. It's early fall, and you're sitting astide the standard by which all other vibrations are measured. You find yourself in the driveway with a few maps and some strips of beef jerky, which actually double as divining rods for good parties. Well, that twitch in your wrist is the call of Daytona's Biketoberfest.

What else need be said? Gas up and go. There's plenty of candy apples where we're headin', and if you're lucky, they'll let ya lick the coating till the sun comes up. And if ya really wanna see the better side of life, walk up to some young frauline, and in your best semi-German accent, say, "Sthtika dass end dine-ah moont, younga fraw!" All we know is, it has something to do with bratwurst.

—Der Kapitan Trashmeister

With More Bang For Your Bratwurst

Calendar

October 13-15
Daytona H-D's Annual Seafood Festival, Riverfront Park, Downtown—Family-oriented event featuring seafood from all over the U.S. as well as nonstop live entertainment, rides, games, and arts and crafts.
Info: (904) 248-0580 • www.daytonahd.com

October 13-20
World Famous Iron Horse Saloon Wall of Death, Motorcycle Olympics and various activities, free concerts with special surprise guests. 8:30a.m. - 3 a.m.
Info: (904) 677-1550

October 13-22
Froggys Saloon's Biketoberfest Party, 800 Main Street, Daytona Beach—Daily live entertainment starting with singers, dancers, and other live acts. Open 7 a.m.-3 a.m.
Info: (904) 254-8808

October 15
Daytona Harley-Davidson Ride for the Boggy Creek Gang Camp—Police-escorted ride to benefit Paul Newman's children camp. Registration fee: operator, $40; rider, $30; includes souvenirs, lunch, and entertainment. Registration: 7 a.m.-9:45 a.m.; Ride: 10 a.m.
Info: (904) 253-BIKE www.daytonahd.com

October 17-October 19
Thunder Over Dixie—Ride with Country music stars and NASCAR drivers to Biketoberfest. Ride starts in Nashville, Tenn., to Daytona Beach.
Info: (949) 645-8036.

October 18-22
Biketoberfest Concert Series Blowout Party, Gilly's Pub 44, New Smyrna Beach—Concert Series with national acts (TBA), daily biker games, Miss Biketoberfest Contest, food, vendors, beer, no cover and more. Info: (904) 428-6523 • www. gillyspub44. com

Official Biketoberfest Festival Weekend 10/19-10/22
A festival celebrating the joy of motorcycling. Activities include: racing, rides, shows, concerts, and more. Contact the Daytona Beach Area Convention & Visitors Bureau.
Info: (800) 854-1234 • info@daytonabeach cvb.org • www. biketoberfest.org.

October 19-22
Daytona Beach Area Official Biketoberfest Welcome Center/Visitor Information Center inside DAYTONA-USA—Complete listing of all events, activities, and loads of info. Sign in and pick up a free map.
Info: (904) 253-8669 www.daytonabeach.com www.biketoberfest.org

October 19-22
City of Daytona Beach Biketoberfest Welcome Center, 503 Main Street—Welcome Center Reception Area; 9 a.m.-10 p.m.

October 19-22
Fall Cycle Scene Championship Cup Series (CCS) "Race of Champions" motorcycle races/North American Superbike Championships final rounds/H-D Twin Sports World Final—Daytona International Speedway; 8 a.m.-5 p.m. Info: (904) 252-BIKE (2453) • www.daytona usa.com

October 19-22
Main Street Rally—The place to see and be seen in Daytpona Beach. Festival fun, vendors, manufacturer displays, Main Street merchants, and entertainment.
Info: (904) 252-1922 (904) 255-9525

10/19- 10/22
Daytona Harley-Davidson Dealership Events, Beach Street—Live entertainment, expo displays, Hawaiian Tropic girls, food court, and much more. Riverfront Park, noon-8 p.m.
Info: (904) 248-0580 www.daytonahd.com

October 19-22
Carl's Speed Shop Performance Center, Beach Street—Seminars every hour on the hour; 10 a.m.-6 p.m. Including: Andrews Products, Bandit Machine Works, Barnett Tool & Engineering, James Gaskets, Khrome Works, Russell Performance, S & S Cycle, and Carl's Speed Shop on new products, engines, carbs, transmission gears, CAM design, clutch management, and more. Also featuring Mr. D. William Denish, author of *The Big Twin High-Performance Guide* and *The V-Twin Tuner's Handbook*. Come visit the real performance alley; 9 a.m.-8 p.m. Info: (904) 258-3777 • www.carls speedshop.com

October 19-22
Open Throttle Restaurant & Saloon—"Main Street" daily activities, vendors, and a whole lot more.
Info: (904) 248-0085

October 19-22
World Famous Iron Horse Saloon, U.S. 1 in Ormond Beach—Wall of Death, Easyriders Show Truck, leather vendors, jousting, burnout pits, and free concerts with special surprise guests; 8:30 a.m.-3 a.m. Info: (904) 677-1550

October 19-22
Daytona Beach News-Journal Biketoberfest Motorcycle Expo, Beachside at the Ocean Center—Free Expo featuring motorcycle products and services, apparel, pinstriping, and Big Daddy Rat's Motorcycle Show (10 classes of motorcycles) conducted by Big Daddy Rat, Karl Smith; 10 a.m.-6 p.m. daily. Info: www.n-jcenter.com

October 19-22
Boot Hill Saloon Biketoberfest Party, Main Street ; 2 p.m.-6 p.m./ 9 p.m.-1 a.m. Info: (904) 257-2007 • www. boothill saloon.com

October 19-22
The Helmet Shop Open House, 114 E. Fairview Ave.—Daytona's largest selection of helmets, free coffee, and doughnuts; 9 a.m.- noon. Info: (904) 257-6434 • www. helmet shop.com

10/19-10/22
Biketoberfest, Las Vegas-style, at the SunCruz Casino—Give Lady Luck a spin with offshore day and evening cruises. Located south of Main Street pier, Ponce Inlet. Secured motorcycle parking, drink specials, and giveaways; 11 a.m.-midnight.

October 19-22
Zangi Grotto, Pinewood Cemetery, Main Street—Adopt a plot, walk through, cold, bottled water for donations. Also, solicitation of funds for free dentistry for the handicapped children of Daytona Beach and Volusia County at Open Throttle and Humphreys & Son on Main Street; 9 a.m.-9 p.m. Info: (904) 255-6171

October 21
Easyriders Boardwalk Classic Bike & Bikini Show, Daytona Beach Boardwalk & Amusements—Sponsored by the Boardwalk Association and *Easyriders* magazine; 8 a.m.-10a.m. Registration: 11 a.m.-4 p.m.; Bike Show: 4 p.m. Cash prizes and 60 trophies; Bikini competition follows. Info: (904) 253-0254

October 22
Biketoberfest Concert Series Finale, Gilly's Pub 44, New Smyrna Beach—Hasta Luego Party, live bands, BBQ, vendors, food, no cover ,and more; noon-8 p.m. Info: (904) 428-6523 www.gillyspub44.com

Bars

Art's Place
Fine burgers, a beckoning horseshoe pit (women love it; don't ask, just toss), and a miniature golf course that's more fun after three pitchers.
Where: 5115 N. Hwy. 17, DeLeon Springs
Phone: (904) 985-5151

Boot Hill Saloon
Ask any native gal to show you the famous "Halloween Panty Toast." If she says, "Huh?" it means you're gonna get very lucky.
Where: 310 Main Street, Daytona Beach
Phone: (904) 258-9506

Froggy's
Where bikers meet to remind themselves what bikers used to be before the friggin' aliens took over.
Where: 800 Main Street, Daytona Beach
Phone: (904) 253-0330

Full Moon Saloon
If there's a real one out, a good howl just might get your pipes polished in here.
Where: 9 S. Wild Olive, Daytona Beach
Phone: (904) 257-8661

Gilly's Pub 44
It's outdoors, it's outta town, it's got good music, and it's got plenty of parking. Any questions?
Where: 1889 SR 44, New Smyrna Beach
Phone: (904) 428-6523

Iron Horse Saloon
Here's another one well worth dropping the kickstand at, mostly because the aliens stay away.
Where: 1068 N. US 1, Ormond Beach
Phone: (904) 677-1550

Jackson Hole Saloon
Sopping wet breasts under thin cotton, live music, and manly meals.
Where: 1081 N. US 1, Ormond Beach
Phone: (904) 761-5147

Last Resort
No, it's not called that because the women look better at quittin' time.They look great from the git-go.
Where: 5812 Ridgewood Ave., US 1, Daytona
Phone: (904) 761-5147

Smiley's Tap
Like we said last year, it's a one hundred percent biker bar, bar none.
Where: 1161 N. US 1, Ormond Beach
Phone: (904) 677-9609

Sopotnick's Cabbage Patch
What women do with cabbage out here can't even be shown on late-night cable.
Where: 549 Tomoko Farm Road, New Smyrna Beach
Phone: (904) 427-2659

Squeeze Inn Pub
Makin' things fit in tight places is what sparks this joint. If that needs explaining, stay home.
Where: 5005 South Ridgewood Ave., U.S. 1, South Daytona
Phone: (904) 760-2564

Gentlemen's Clubs

Bottom's Up Club
A place where you can drink to the pink.
Where: 2396 N. U.S. 1, New Smyrna Beach
Phone: (904) 427-0364

Molly Browns
Come watch Molly become sinkable-
Where: 542 Seabreeze, Daytona Beach
Phone: (904) 255-5966

Pandora's Box
Sniff under this lid with caution, bubba.
Where: 319 2nd Ave., Daytona Beach
Phone: (904) 252-9163

Shark's Lounge
No, the women don't show their dorsal fins here.
Where: 730 International Speedway Boulevard., Daytona Beach
Phone: (904) 258-1230

Shingle Shack
Breasts may be seen here—big, jouncy ones.
Where: 640 North Ridgewood Ave., South Daytona
Phone: (904) 252-3584

Some Bike Parts

Choppers World
Where: 6187 Main St., Daytona Beach
Phone: (904) 252-1922

Daytona Harley-Davidson
Where: 290 N. Beach St., Daytona Beach
Phone: (904) 253-BIKE

Miller's Custom Parts
Where: 1863 South Ridgewood Ave., South Daytona
Phone: (904) 761-0858

Robison's Motorcycles
Where: 508 U.S. 98, Daytona Beach
Phone:: (904) 255-6788

Russell's Cycle Care
Where: 2514 N. Dixie Freeway (U.S. 1), New Smyrna Beach
Phone: (904) 427-6001

Slick Cycle Tony's Hacienda
Where: 207 Dunlawton Ave. (U.S. 1 & Rt. 421), Port Orange
Phone: (904) 760-4456

Shipping

Black Hills H-D:
(605) 342-9382

Roger's Truck Brokerage:
(615) 451-4872

Auto Shipping International (International Only):
(800) 466-2744

Gold Rush Motorsports:
(704) 896-7200

Berklay Express:
(800) 254-4422

Federal Company:
(800) 747-4100

Liberty Bike Shipping:
(800) 640-4487

U.S. Express, Inc.:
(800) 468-1012

Places To Stay

A1A Budget Inn
484 S. Atlantic Ave.
Ormond Beach
(904) 677-3551

Acapulco Inn
2505 S. Atlantic
Daytona Beach
(904) 761-2210

Anchorage Beach Motel
1901 S. Atlantic Ave.
Daytona Beach Shores
(904) 255-5394

Aruba Inn
1254 N. Atlantic Ave.
Daytona Beach
(904) 253-5643

Atlantic Dunes Motel
1993 S. Atlantic Ave.
Daytona Beach Shores
(904) 255-7501

Atlantic Waves Motel
1925 S. Atlantic Ave.
Daytona Beach Shores
(904) 253-7168

Bahama House
2001 S. Atlantic Shores
Daytona Beach Shores
(904) 248-2001

Bamboo Beach Motel
1619 S. Atlantic Ave.
Daytona Beach
(904) 253-5432

Beach Haven Inn
2115 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-6651

Beach House Oceanfront Motel
3221 S. Atlantic Ave.
Daytona Beach Shores
(904) 788-7107

Beach Hut Motel
3247 S. Atlantic Ave.
Daytona Beach Shores
(904) 761-8450

Beach Quarters Resort
3711 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-3119

Beachside Budget Inn
1717 N. Atlantic Ave.
Daytona Beach
(904) 258-6238

Blue Mist Motel
3064 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-7141

Breakers Beach Oceanfront Motel
27 S. Ocean Ave.
Daytona Beach
(904) 252-0863

Beacon By The Sea
1803 S. Atlantic Ave.
Daytona Beach
(904) 255-3619

Buccaneer Motel
Daytona Beach
(904) 253-9678

Cabana Colony Cottages
2435 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-8939

Capri Motel
832 N. Atlantic Ave.
Daytona Beach
(904) 252-2555

Captain's Quarters Inn
3711 S. Atlantic Ave.
Daytona Beach
(904) 767-3119

Casa Marina Motel
837 N. Atlantic Ave.
Daytona Beach
(904) 252-4644

Castaway Beach Motel
2043 S. Atlantic Ave.
Daytona Beach Shores

Colonial Palms Oceanfront Motel
3801 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-9261

Comfort Inn Beachside
507 S. Atlantic Ave.
Ormond Beach
(904) 677-8550

Coral Beach Motel
711 S. Atlantic Ave.
Ormond Beach
(904) 677-4712

Coquina Inn B&B
544 S. Palmetto Ave.
Daytona Beach
(904) 254-4969

Cove Motel
1306 N. Atlantic Ave.
Daytona Beach
(904) 252-3678

Cypress Cove Motel
3245 S. Atlantic Ave.
Daytona Beach Shores
(904) 761-1660

Day Star Motel
3811 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-3780

Daytona Beach Motel
2071 South Atlantic Ave.
Daytona Beach Shores
(904) 252-1554

Daytona Sands Beach Motel
2523 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-2551

Daytona Shoreline Motel
2435 South Atlantic Ave.
Daytona Beach Shores
(904) 252-1692

Del Aire Motel
744 N. Atlantic Ave.
Daytona Beach
(904) 252-2563

Dream Inn
3217 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-2821

Driftwood Beach Motel
657 S. Atlantic Ave.
Ormond Beach
(904) 677-1331

Econo Lodge On The Beach
295 S. Atlantic Ave.
Ormond Beach
(904) 672-2651

El Caribe Motel
2125 S. Atlantic Ave.
Daytona Beach
(904) 252-1558

Esquire Motel
422 N. Atlantic Ave.
Daytona Beach
(904) 255-3601

Flamingo Inn
2011 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-1412

Grand Prix Motel
2015 S. Atlantic Ave.
Daytona Beach Shores
(904) 255-2446

Happy Holiday Motel
1617 N. Atlantic Ave.
Daytona Beach
(904) 252-9866

Hawaiian Inn
2301 S. Atlantic Ave.
Daytona Beach Shores
(904) 255-5411

Holiday Sands Motel
200 N. Atlantic Ave.
Daytona Beach
(904) 252-7167

Howard Johnson Oceanfront
2560 N. Atlantic Ave.
Daytona Beach
(904) 672-1440

Inn On The Beach
1615 S. Atlantic Ave.
Daytona Beach
(904) 255-0921

Jamaican Beach Motel
505 S. Atlantic Ave.
Ormond Beach
(904) 677-3353

Live Oake Inn B&B
444-448 S. Beach St.
Daytona Beach
(904) 252-4667

Lynn Scott Lee Motel
3707 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-0691

Magic Carpet Motel
2601 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-7312

Mainsail Motel
281 S. Atlantic Ave.
Ormond Beach
(904) 677-2131

Manatee Suites
3167 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-1121

Monte Carlo Beach Motel
825 S. Atlantic Ave.
Daytona Beach
(904) 255-0461

Newport Beach Motel
295 S. Atlantic Ave.
Ormond Beach
(904) 672-2651

Nomad Motel
3101 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-7272

Ocean Court Motel
2315 S. Atlantic Ave.
Daytona Beach
Motel Shores
(904) 253-8185

Ocean Villa Motel
828 N. Atlantic Ave.
Daytona Beach
(904) 252-4644

Perry's Ocean Edge
2209 S. Atlantic Ave.
Daytona Beach
(904) 255-0581

Ramada Inn Surfside
3125 S. Atlantic Ave.
Daytona Beach
(904) 788-1000

Sands Motel
2523 S. Atlantic Ave.
Daytona Beach
(904) 767-2551

Seagarden Inn
3161 S. Atlantic Ave.
Daytona Beach
(904) 761-2335

Seashore Motel
320 N. Atlantic Ave.
Daytona Beach
(904) 253-9708

Shoreline Motel
2435 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-1692

Sun Ranch Motor Lodge
2425 S. Ridgewood Ave.
South Daytona
(904) 767-0661

Sun Viking Lodge
2411 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-6252

Sunny Shore Motel
2037 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-4569

Symphony Motel
453 S. Atlantic Ave.
Ormond Beach
(904) 672-7373

Talisman Resort Lodge
3411 S. Atlantic Ave.
Daytona Beach Shores
(904) 761-0511

Travelers Inn
735 N. Atlantic Ave.
Daytona Beach Shores
(904) 253-3501

Treasure Island Inn
2025 S. Atlantic Ave.
Daytona Beach
(904) 255-8371

Tropical Manor
2237 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-4920

Bike rentals

West Coast

Western States Motorcycle Tours:
(602) 943-9030

Harley-Davidson Rentals:
(888) 736-8433

Route 66 Riders, Inc. (Bartels H-D):
(888) HD-4HIRE

Dubbelju Motorcycle Rentals:
(415) 495-2774

North American Tours:
(702) 434-0200

Ride The Dream, Inc.:
(505) 992-8145

East Coast

Street Eagle Motorcycle Rentals:
(727) 524-7999

Rolling Thunder Rentals:
(954) 584-3821

The Whole Damn Country

American Road Collection:
(888) RENT-HDS

Eagle Rider Motorcycle Rental:
(800) 501-8687

Camping/RV

Daytona Beach Campground
Daytona Beach
(904) 761-2663

Sunshine Holiday Camper Resort
Ormond Beach
(904) 672-3045

Orange Isle Campground
Port Orange
(904) 767-9170

Ocean Village Camper Resort
Ormond Beach
(904) 441-1808

Seaside RV Park On The Ocean
Ormond Beach
(904) 441-0900

Nova Family Campground
Port Orange
(904) 767-0095

Parramore's Fantastic Fish Camp & Family Resort
Astor
(904) 749-2721

Beverly Beach Surfside Camp Town
Flagler Beach
(904) 255-2706

Harris Mobile Village
Ormond Beach
(904) 673-0494

Tomoka State Park
Ormond Beach
(904) 676-4050

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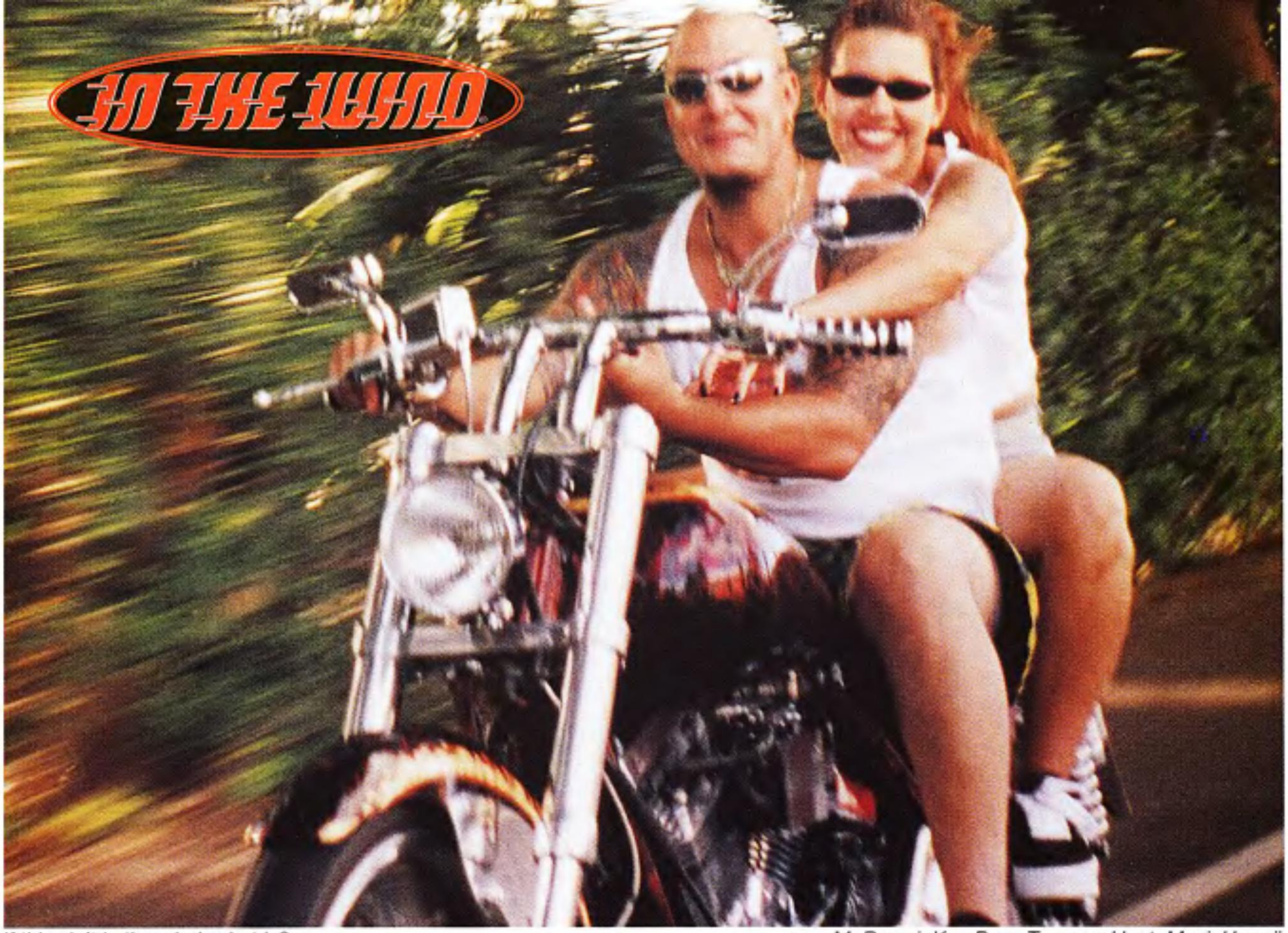
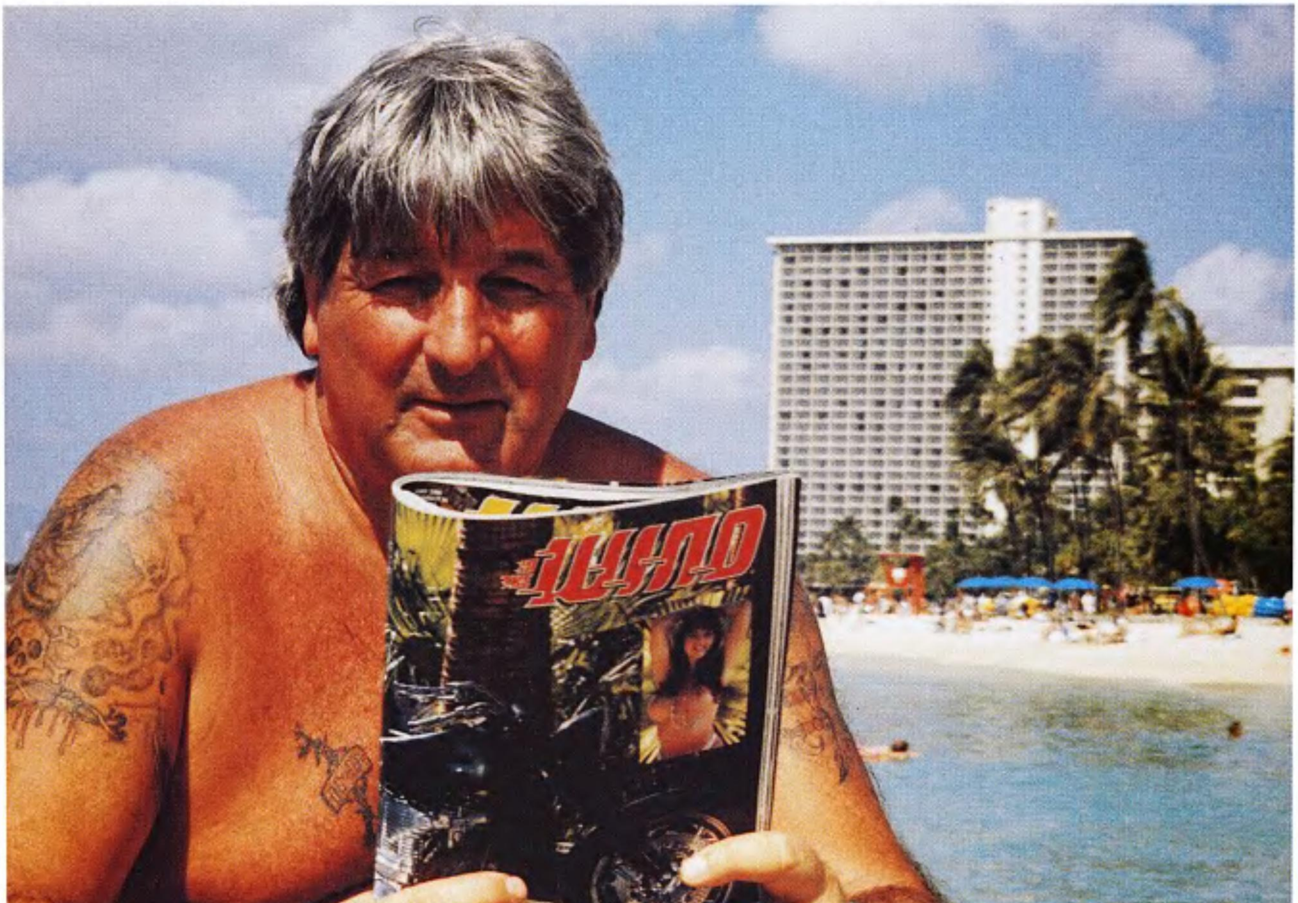
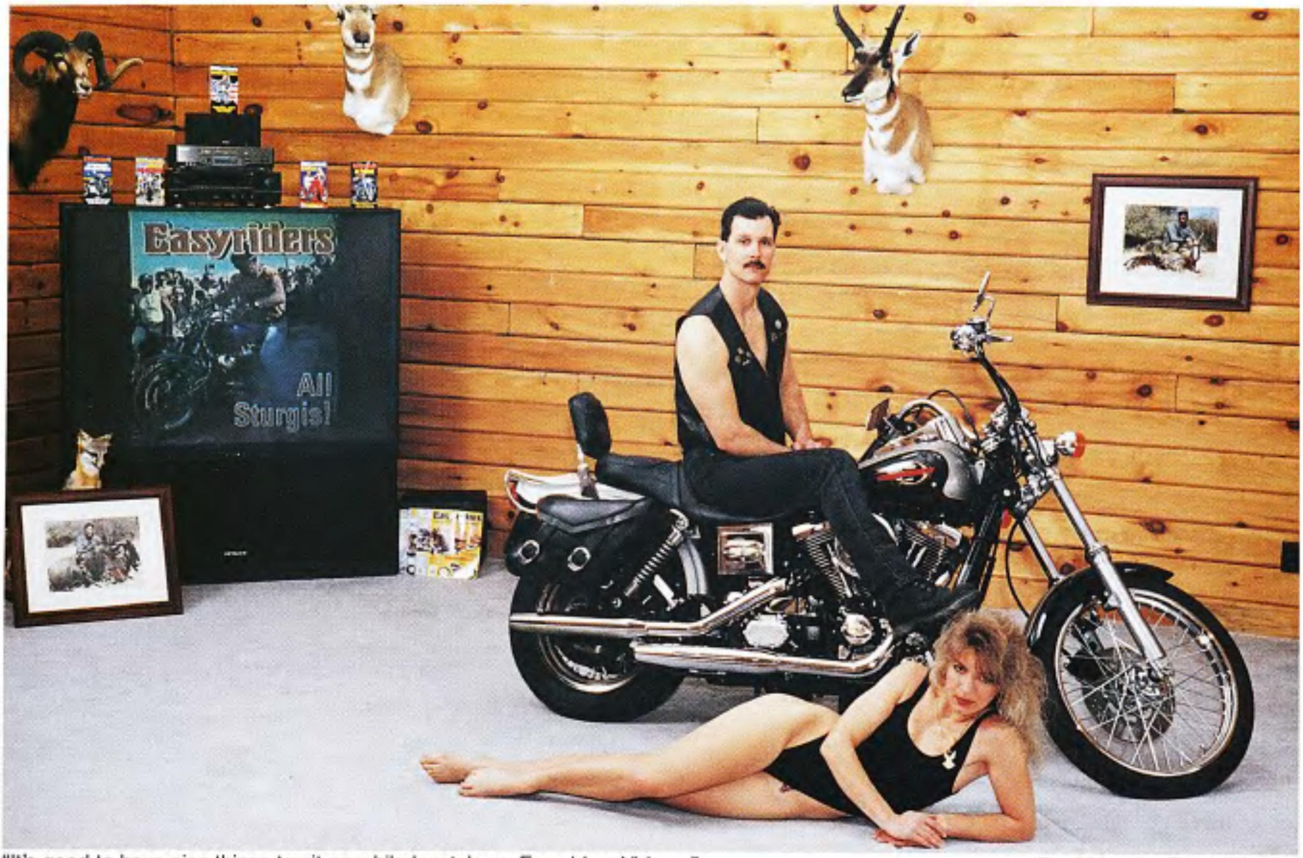


If this ain't in the wind, what is? *—M. Bronzi, Koa Puna Treasure Hunt, Maui, Hawaii*

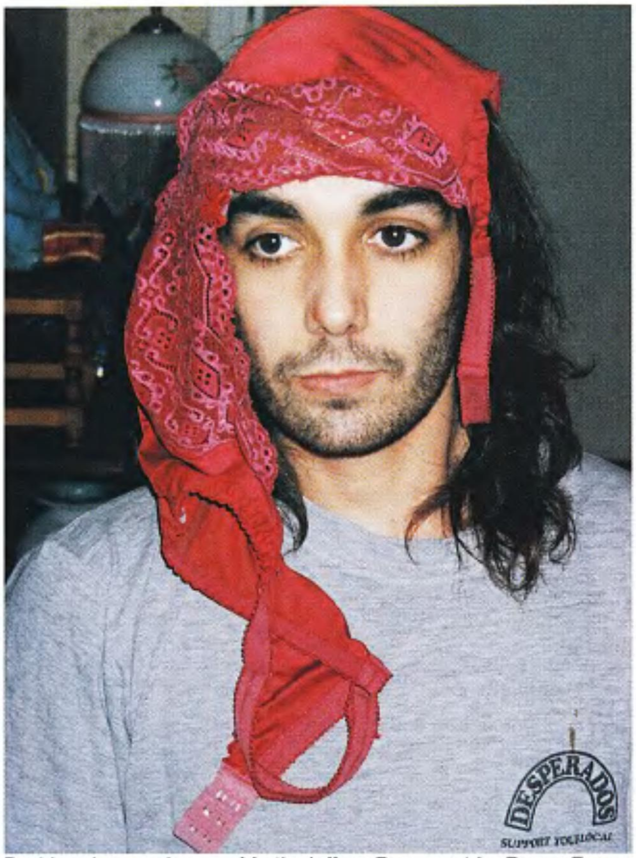


What more could a bro want? Maybe a coldie? *—Bruce Bryson, "The Perfect Wind," Honolulu, Oahu, Hawaii*

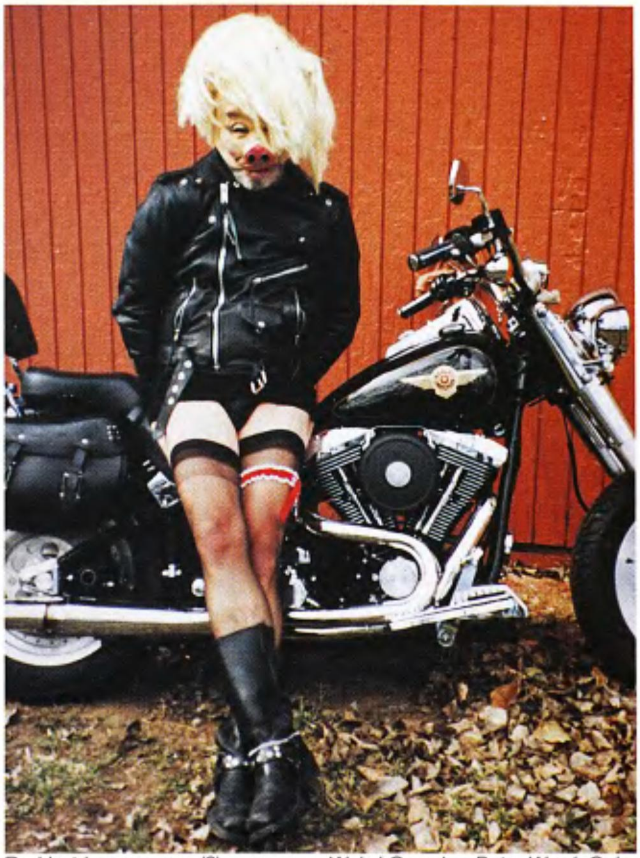


"It's good to have nice things to sit on while I watch my Easyriders Videos." —*Brad Murphy, Dansville, N.Y.*

Every young biker's dream. —*Stripe and Cathy, Kansas City, Mo., at Sturgis '99*



Dashing desperado. —*Martin Joffrey, Beaumont Le Roger, France*

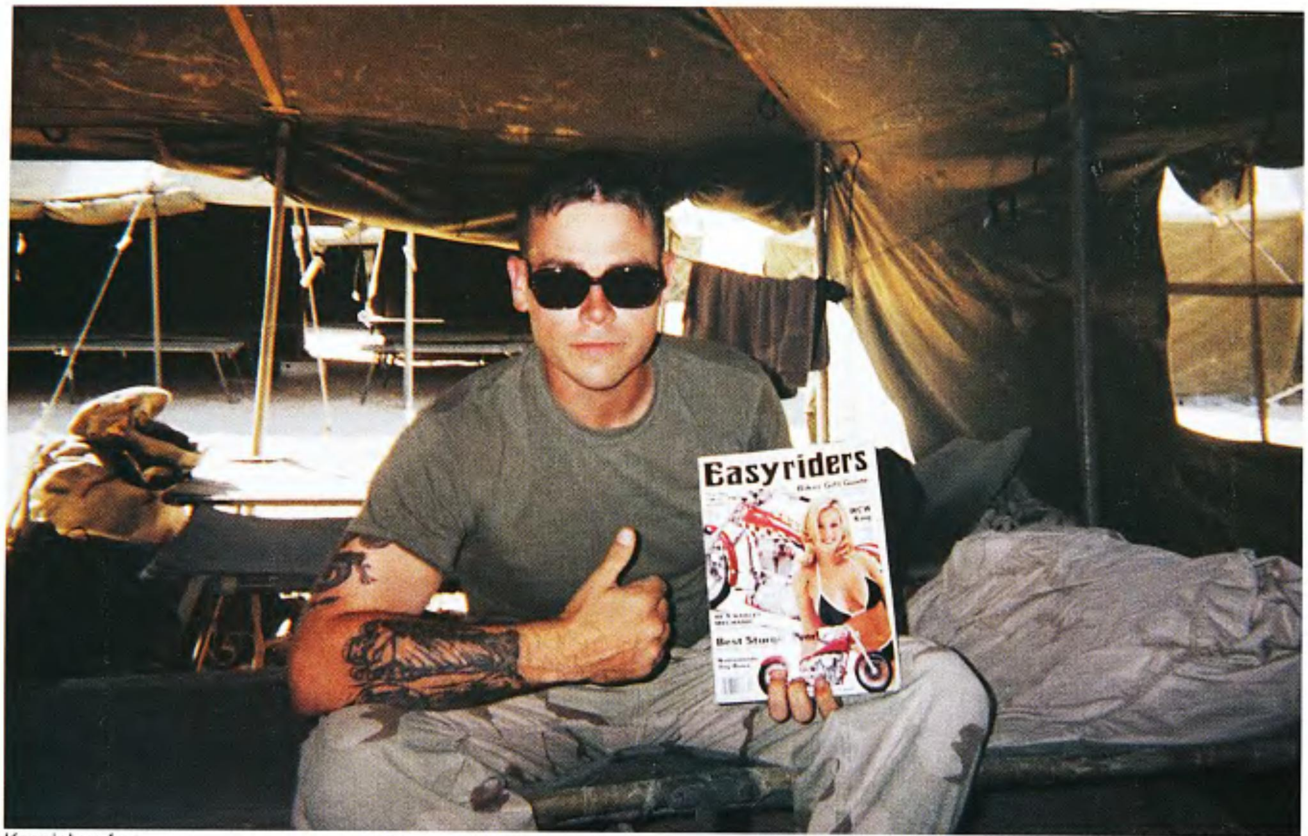


Red hot hog woman (?). —*Weird Grandpa Pete, Ward, Colo.*

Startin' a new life together right. —*Greg Leeper of Shane and Tena, Hermann, Mo.*

Mighty tempting. —*Rehab, Belcher, Ky.*

Livin' it up. —*Katmandu, Port St. Lucie, Fla.*

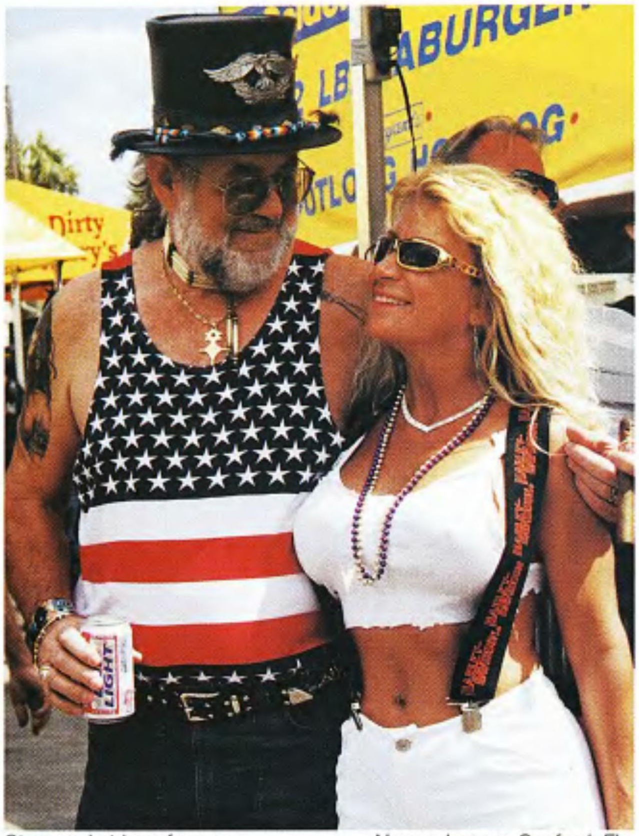


Keepin' us free.

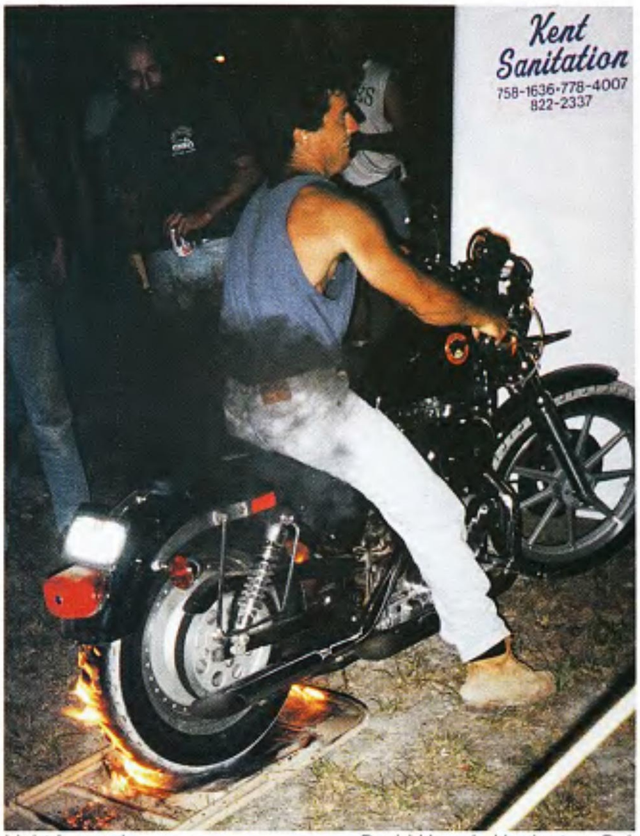
—Sgt. Jason Wise, 22nd MEV, USMC, Israel

Sturgis stampede.

—Robert Rieckenberg, Percy, Ill.



Stars and stripes forever. —*Nancy Jermyn, Sanford, Fla.*



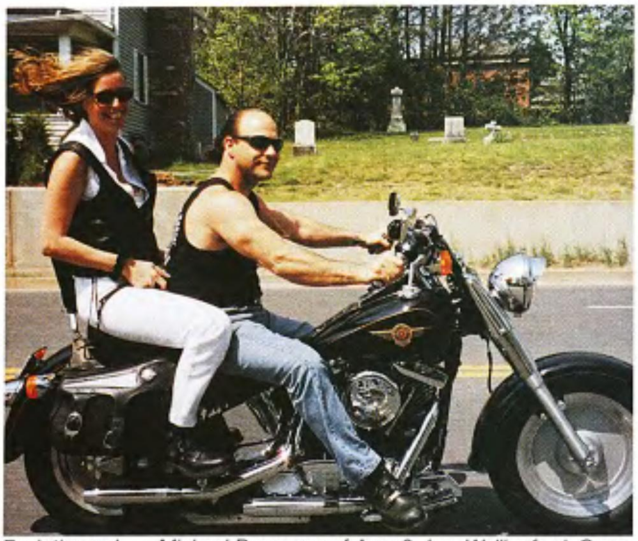
Light 'em up! —*David Hrycyk, Harrington, Del.*

Lori Kutter and da boys. —*Hector Grimaldo, Grand Prairie, Texas*

Ridin' easy. —*Flathead Dave, San Antonio, Texas*

Say *"Tits!"* —*Dan Bonsteel, Woodbury, Minn.*

Classic Pan. —*Robert Meyer, Sturgis, S.D., '99*



Evolutionary! —*Michael Pesapane of Amy & Joe, Wallingford, Conn.*

Pantastic! —*Bret Brandt, Waterloo, Iowa*

Yeah, we're makin' friends. —*B. Mitchell, Hulett, Wyo.*

Oooh, Mama! —*David Grubb, Biketoberfest '99, Daytona, Fla.*

Whole lotta pussy. —*Kathy Moen, Fennimore, Wis.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35mm, 2-1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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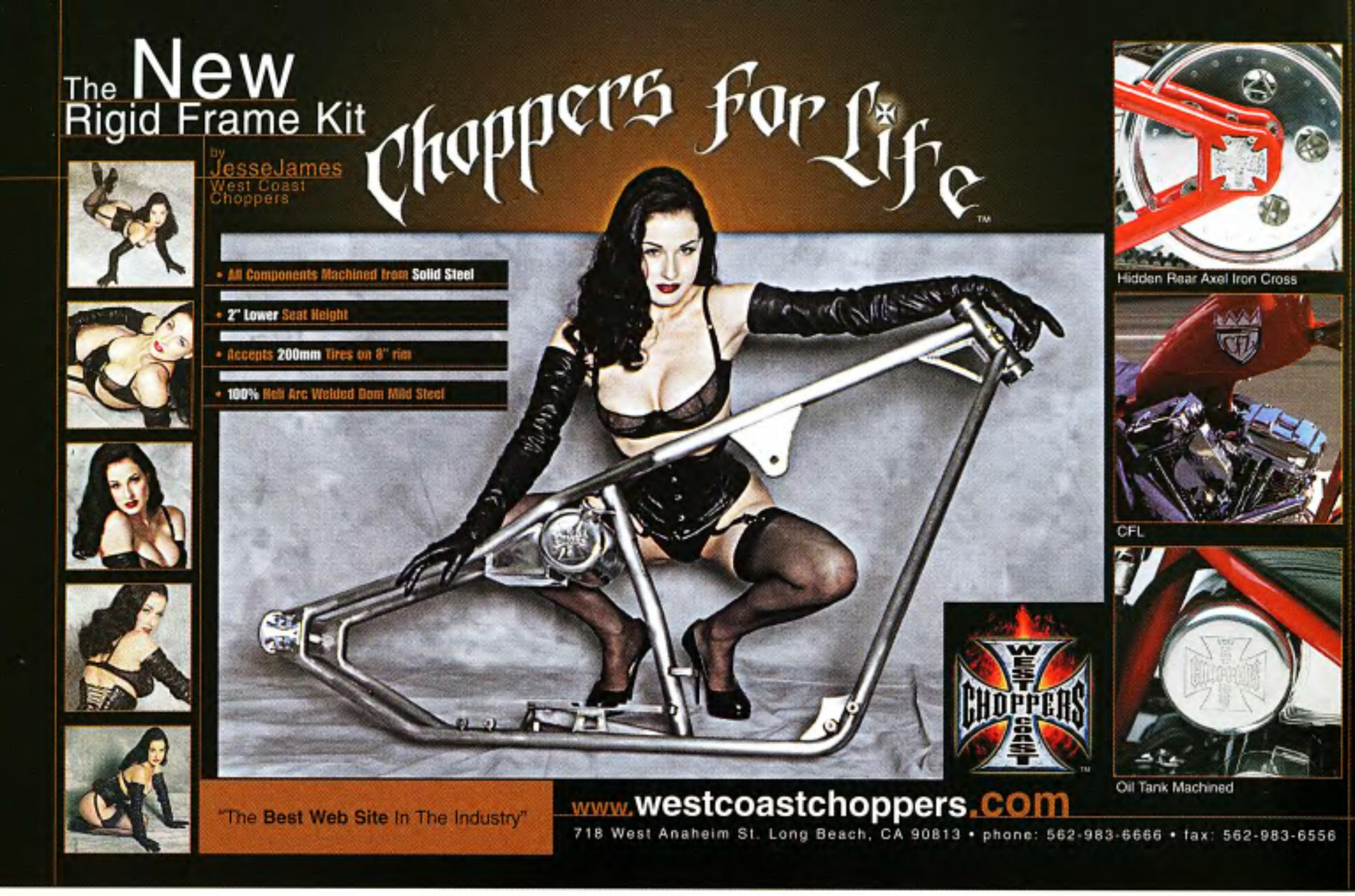

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Your gateway to the world of two-wheels

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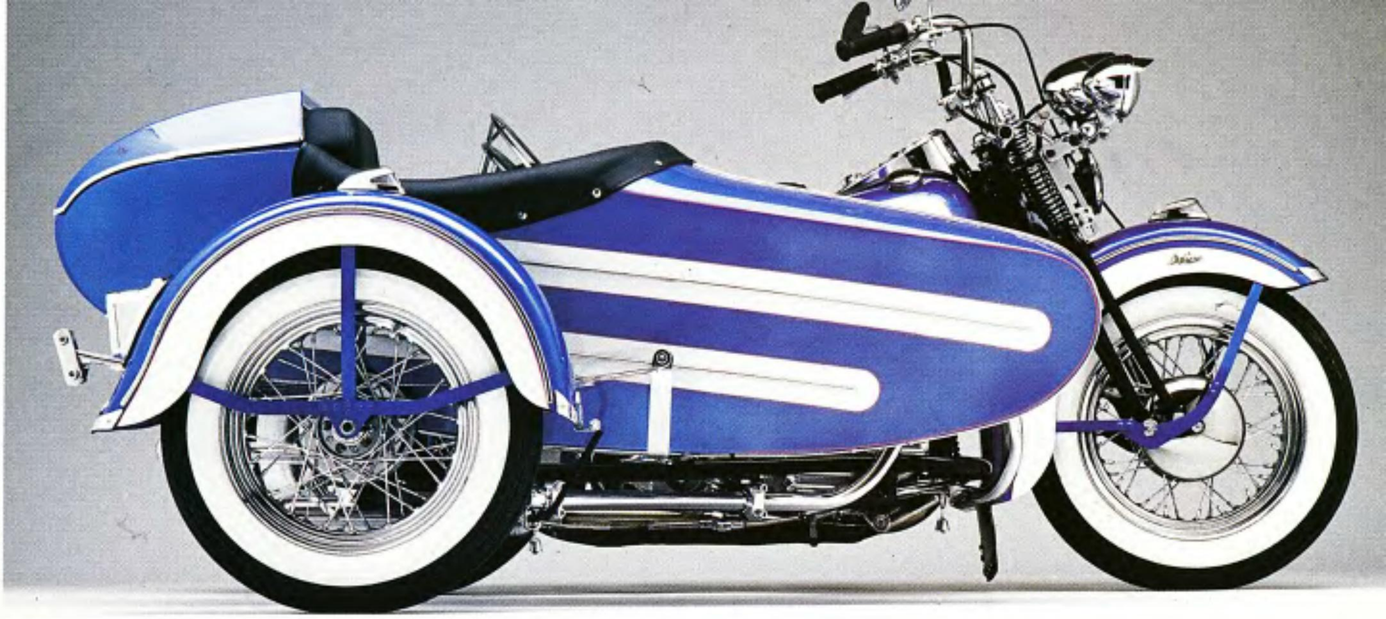
The 1930s are considered the Golden Era of automobile and motorcycle design. Cadillac, Lincoln, Auburn, and Duesenberg would offer special-order chassis only to their customers who would ship them to custom body builders such as Bohman and Schwartz, Merrimack, Murphy, Darrin and Swallow, who eventually became Jaguar. The end products were really cutting edge. Some had one-off fanciful deigns with doors for golf clubs and picnic fixings. A few of these custom builders would also spiff up the occasional motorcycle and sidecar body. The hack of this beautiful '48 Panhead is believed to be one of those creations. It was found in the good hands of its former owner who could trace it back to the '30s, but wasn't sure of its origin. Erick Feil decided to grace his Pan restoration with this incredible sidecar. Upon tear down, the original ID number plate on the body and the stamped chassis number matched and confirmed 1937 as its birth year at the Motor Company. Harley does not offer an I.D. tracking service, but the Harley-Davidson archives can sometimes prove helpful with information.

This show-winning Pan sports a classic two-tone blue and white paint scheme captured by 20 coats of hand-rubbed clear. The paint was designed and applied by Mike Rowe and his wife. Rainbows of Murano pearl can be seen in the pearl white portions of the scheme. The restoration took over three years and not a detail was missed or overlooked by Erick's assistants, who constantly offered advice on upgrades. For instance, aluminum roll pans were chrome-plated and added underneath the body to stiffen and enhance the finish.

A standard Harley sidecar body of the period would have been mounted parallel with the road. It would have had a windshield and tonneau cover with a stretched rear body section to accommodate a spare tire and carrier. Erick's classic custom sidecar was never drilled for windshield brackets. It has a shortened rear body section with a small door opening into a compartment for a picnic basket. The body is mounted at a raked angle to the road, allowing the passenger to enjoy the same exciting wind-blown ride as the pilot.

Classic Raked Hack



When out cruisin' the foothill roads of Northern California's Sierra mountain range, this sidecar rig has been known to cause many a rubbernecking cager to veer off the road.

Erick shares some pearls of wisdom with those who entertain future restoration projects. Erick says it takes patience, time, and plenty of money. But just look at the kind of world-class restoration you can end up with. This one grabbed Best of Show in the Spectator Class at our 2000 Invitational Bike Show in Columbus, Ohio.

—M.F. Egan

HARLEY-
DAVIDSON
Easyriders

GEN
OIL

Owner: ....Erick Feil
City: ....Sacramento, California

General

Year/make: ....1948 Panhead
Model: ....Deluxe w/sidecar
Chroming:..................................A-1

Engine

Year/model: ....1948 Panhead
Rebuilder: ....Cork Peneau
Ignition: ....Spike
Displacement:..........Standard Bore
Lower end: ....4 1/2 stroke
Balancing:......................60 percent
Pistons:..................80 cubic inches
Cases: ....Timkin
Heads: ....dual-plug
Cam: ....Andrews
Lifters: ....JIMS, solid
Carb(s): ....Zenith
Air cleaner: ....7-inch, round
Pipes: ....two-into-one
Mufflers: ....cigar-style

Transmission

Year: 1948
Shifting:............close-ratio gear set
Engine sprocket: 18-tooth
Trans sprocket: 19-tooth
Wheel sprocket: 51-tooth

Paint

Painter:..........................Mike Rowe
Color/type: ....Pepsi Cola Blue, and pearl white/House of Kolor
Special paint:..................Blue Pearl

Frame

Year/type:.......................1948 rigid
Builder: ....H-D
Rake: ....31 degrees

Accessories

Bars: ....pullbacks
Risers: 3 1/2-inch
Handlebar controls: ....external
Fender(s): ....original
Headlight:..................Guide 12-volt
Taillight: ....original
Speedo: ....120 mph
Dash: 2-lite
Front pegs: ....footboards
Electrics: ....all 12-volt system
Foot controls: ....stock
Gas tank: 3 1/2-gallon
Oil tank: ....horseshoe
Oil system: ....recirculating
Primary cover:........................stock
Seat: ....buddy style
Mirrors: ....stock
Grips: ....original rubber

Forks

Type: ....springer/stock
Builder: ....H-D
Modifications: ....chrome springs

Wheels

Front

Type: ....Star
Size: 16-inch
Tire:................Custom Chrome, Inc
Brake: ....drum

Rear

Type: ....Star
Size: 16-inch
Tire:................Custom Chrome, Inc
Brake: ....drum

Photos: ....Michael Lichter

Meet May's Winner

Your May winner is a stunning knockout—with brains! Mouthwatering Melanie hails from the friendly city of Charleston, South Carolina, and has a full-time gig working in the medical field. I'm really thinking I need some mouth-to ... never mind. After a hard day at work, Melanie likes to unwind by playing her piano, which she's quite good at, or walking her dog, Prada, a huge, prissy, standard Poodle. After winning this contest, we whisked her away to the sunny shores of Ft. Lauderdale to be ogled and shot by Don Rogers. After seeing Don's invoice, it's obvious he showed her all the hot spots in Florida! If you live anywhere near the waterways of Charleston, don't be surprised if you see this little Southern Belle skiing up next to you. Holidays and weekends are good times for Melanie sightings. If you can't wait that long, you can view the outcome of Don's shoot by turning to page 99 and see her teamed with an Eddie Trotta masterpiece.

—Sherwood O'Dunner

Kaylin—New Jersey

#1001

"For my first ride I borrowed a friend's bike and crashed. I then spent two days in the hospital. Still a great memory"

Bambi—Florida

#1002

"A friend introduced me to a tall biker with tattoos. He took me on a ride on his custom bike with no sissybar. I had to keep a TIGHT grip."

Kelly—Pennsylvania

#1003

"I was still in high school. The weather was chilly, but I was totally hot!"

Denyse Petri

#1004

"I was too young to remember my first ride, but it must have left one hell of an impression."

Robin—Arizona

#1005

"My first ride was when I was 18. It was the most power I've ever felt between my legs and the most fun I ever had with my clothes on."

Roxy—Ohio

#1006

"Since I'm over six feet tall, I remember having to really wrap my legs and arms around the guy. I know we were both excited!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #328 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes September 1, 2000. The voting deadline for this month's crop of cuties is September 30, 2000. We'll print the winner in the January 2001 issue.

Here she is, bros, the June 2000 winner in our monthly Fox Hunt, Wendy #606, from Lancaster, California. See more of her next issue.

328

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born ____________________
I will pose fully nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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Only in America can you find a company made up of American bikers who are dedicated to quality, design, and originality such as found at Gypsy Leather of New York. You remember the Bob Seger song lyrics, "Who's gonna wear the gypsy leathers ... and head out to Fire Lake."

She's An American Hero.... Gypsy Leather

Brought up in a very Italian New York neighborhood, Michelle Fusco was sewing and designing elaborate women's clothes by the age of 10. By her early teens she was making good money selling high-quality, handmade clothes. Her skills and natural ability to create one-of-a-kind marvels in the clothing industry soon became legendary.

The spectacular creation of an entire wedding party's garments in leather and deerskin, complemented by a formal, completely white deerskin bride's dress, introduced the world to this incredible lady's talents. Twenty years later, her creative juices and enthusiasm to produce special pieces are still active and Michelle has become a real trendsetter.

Although she could have most likely made millions in the high-fashion world, Michelle choose to pursue the other passion in her Italian blood ... the biker lifestyle. At the ripe age of 16 she also became attached to Harleys and Harley men. The result is a biker lady who knows how to create incredible leathers that work in the real world.

The first motorcycle event Michelle attended inspired her imagination to begin sewing leather. Within weeks she upgraded her machines to handle leather-designed patterns and artistically constructed a sensational leather jacket with inlays and fringe. She still has that first jacket in her collection.

The leather Diva appeared in Daytona with her goods in the early '80s and to her surprise, ran into another legend among our troops: leather guru Dirty Bill. Bill and Michelle became the greatest of friends and realized their work was similar, yet different in many ways. Both became mainstays in the ingenious design of majestic pieces of leather with snake skin inlay, and also brought to our lifestyle a rainbow of colored leathers.

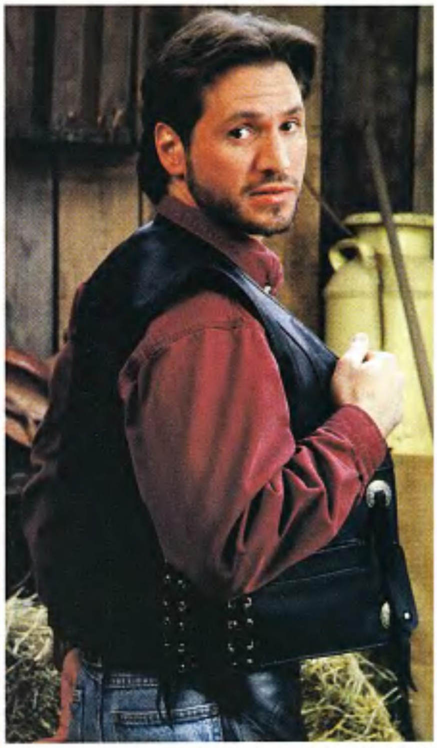
Soon, Michelle's old high school buddy, Joe Tudor out of Buffalo, New York, became instrumental in helping Michelle expand. Joe and Michelle began as swap meet vendors and, in time, became lifetime partners. Gypsy Leathers' apparel was soon placed in Harley dealers from California to Maine. The

business grew to incredible proportions. Soon Michelle's infamous inlay Red Rose design began to appear everywhere. Joe began to visit shops and discovered that designs created by Michelle in inlays were being copied by other manufacturers. Realizing her work had been ripped off and placed into the poorest imported leather in existence, the couple got a crash course in the school of patents and trademarks.

But it wasn't long before another exciting opportunity presented itself. One year in Daytona, Willie G. Davidson casually stepped into her store and asked Michelle to design him a couple of "Willie G," one-of-a-kind jackets. Within months, Harley-Davidson corporate was at the other end of the phone offering Gypsy Leather an enormous contract. Michelle's remote, family-run business turned into 50 employees pumping out leather goods 14 hours a day.

Like in the AMF years for Harley, too many units can mean lower quality standards, and Michelle didn't want that to happen to their little business. Bigger isn't always better. A productive discussion with Harley-Davidson allowed her to gear back down to the art form of design combined with a pace geared for quality. The 50 employees soon were downsized to Michelle and Joe. Shelly Woods, Debbie Tudor, and Penny Jeziorowski have all been beside Michelle for more than 15 years and together inspire special designs and American-made leather work unparalleled in the industry. All the craftspeople at Gypsy Leather have been scooter people since high school.

A little over a year ago, Joe suggested that Michelle design a line of high-dollar exotic leather jackets for clients who want to make a real individual statement. Last year a one-of-a-kind leather pants, vest, and jacket ensemble designed in leather, deerskin, and snake skin was created for a New York City client attending the VQ Biker Ball in Daytona Beach, Florida. The cost was over $5,000. The client never asked any questions regarding the cost. It simply didn't matter; she wanted Gypsy Leather.



Joe and Michelle, seen here plying their trade.

Photos: Mike Farabaugh & Gypsy Leathers

Michelle has several lady's pieces in process for her "tailor fit" line. Each outfit has the owner's name embroidered into each piece, and it will never be duplicated for anyone else.

The Gypsy Leather team travels to only a few special motorcycle events each year now, only because they have herds of loyal customers who demand Michelle bring them new matching chaps and jackets. She has buyers who own up to 15 separate Gypsy Leather jackets, chaps, and anything else made by Michelle and family. Some folks come all the way from Europe and buy new pieces for the entire family each year.

And in the middle of all this, Joe still manages to maintain a crew and run his own landscaping business. Somehow he still manages to build a new custom scooter or two every year.

Michelle and her family are remarkable, generous, caring folks. If there are more genuine, hardworking people in our biker world, I don't know them. They remain a family who most definitely care about each other, understand the value of a solid commitment to their customers and live to ride down the highway on their Harley-Davidson.

Call Michelle, Debbie, Shelley or Penny at (800)-63-GYPSY or check 'em out online at www.gypsyleather.com.

—Balls

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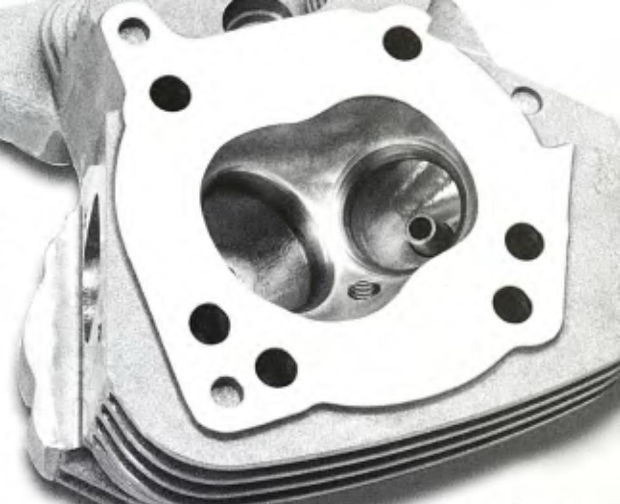

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How Stupid Can You Get?

whitenoise

They say it takes a whole village to raise a child, and that might be true, but what if the village is full of idiots. I'm pretty sure this is the case where I live, because people are either getting way more stupid or my standards have gotten way too high.

Case in point. I'm in the bank the other day because once a year or so they call me in and demand that I give them some of their money back. They get all pissy when you don't make payments, but if they're dumb enough to lend me money, what do they expect? The whole experience is quite stressful with lots of talk of numbers and bankruptcy, so it was no wonder that while into the process I found myself in need of a bathroom. I normally don't like to excuse myself in the middle of such meetings because it gives the banker time to think up new and exciting ways to screw you, but I couldn't think of any other alternative, so I asked the suit to stop his tirade so I could go do my deed. I found the bathroom, did what needed doing, and was just about to return to my lecture when something caught my eye. Right there, sitting on the counter by the sink, was a little cup with a toothbrush in it.

Somebody actually left their toothbrush in a place where strangers could get at it. Who the hell would leave something they put in their mouth in a public washroom? OK, it wasn't a true public washroom. It was for staff and customers, so drunks couldn't just walk in off the street to relieve themselves or catch a nap, but they let me use it so they can't be that picky.

Now I've been around long enough to know that there are some real sick bastards out there who could come up with some deeply creative things to do with a banker's toothbrush. The thing had probably been in more body cavities than a gynecologist's wedding ring. Sure, you want to try to keep ahead of any dental problems, but you wouldn't clean your teeth with a toilet brush, which would probably have amounted to about the same thing. What made the situation even more frightening was that someone in charge of large sums of money was this stupid. It made my head spin.

But believe it or not, people can get even stupider than this.

Somebody actually left their toothbrush in a place where strangers could get at it.

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I caught this story on the tube the other day that made me wonder just how stupid people can get. According to the talking head on the news, hundreds of people are hospitalized every year from trying to iron their clothes while they're wearing them. Now I don't know if this is true, because I don't believe much of what I see on TV, but if it is, Holy Shit! I've done some dumb things in my life ... things that sometimes wakes me up in a cold sweat ... things I don't tell other people 'cause I don't want them to think I'm retarded, but even I can figure out that using yourself as an ironing board is gonna hurt. Can you imagine going to the hospital with this injury? It makes getting a beer cap stuck in your ear seem normal, but that's another story.

I always try to watch out for any indications that I might be shedding any gray matter. I'm not that smart right now; I can't afford to go dropping any marbles at this stage of the game. The trick is to be able to recognize the warning signs of impending dumbness—like coming home from the store with aerosol cheese and de-alcoholized beer. That's why I did some heavy thinking and came up with a list of the stupidest things a person could ever do. I typed it up and put it on my fridge so that I never forget what to watch out for.

Things like ...

- Putting very expensive, premium gas in a rental car.
- Tracking down the woman of your dreams, enjoying the best lovin' of your life, then screwing it up by telling her your last name.
- Giving the finger to a cop.
- Buying a dog small enough to be eaten by a cat.
- Buying a cat.

This is the kind of truly dumb stuff I like to keep an eye out for. These types of behaviors could be a sign that a person is headed for the big mental splash down. Next thing you know you're stoking up the iron, about to steam press your chest hair to your rib cage, and you're too dumb to stop yourself.

I think a lot of the blame for public idiocy being on the rise has to do with the self-help industry. Years ago stupid people used to stay out of sight because they knew they were stupid and didn't need the whole world pointing at them to confirm it. But today, the self-helpers have convinced every loser that they're just as bright as anyone else, so they're out wandering the streets with the rest of us. They're cooking your food, teaching your rugrats, and constantly stopping at green lights. Who knows, one of them might even be your banker. *—Greg White*

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Winner Takes All

AND SOME GUYS REALLY DESERVE IT

I like what I do, and I'm still having fun." There's a breed of being out there that casually lives life in ways we mere mortals can only dream of. They're the kind of guys who pull shit off like it was nothing. For the rest of us who kick, stomp, schlep, haul, and groan ... awww, what the hell, somebody deserves the good life, so God bless the other half.

Eddie Trotta hangs out over there, but not without having paid some heavy dues. Let's just say he took on a very nasty health fight and lived to talk about it. Beyond that, he seems like a fairly low-key guy. Eddie used to raise and breed horses. He also used to race cigarette boats offshore where the BIG swells live. He went to Julliard School of Music as a kid. He's also spent quite a few hours joyriding in helicopters. He even used to own a biker bar. Begrudge Eddie not for having his share of fun.

Now like we said, Eddie went toe to toe with a nasty health fight, one that laid him up for a couple of years. With all that time on his hands, Eddie had his house and just about anything else at arm's reach rebuilt. Pretty soon, the only thing left was his '89 Softail. It was this project that launched Eddie's next adventure: becoming a custom bike builder.

He'd always had bikes and had spent his youth in Connecticut working in a scooter shop. Eddie always made sure his older brother's scoots were in working order, too, so that he'd have a ride when he needed it. Clever guy. So clever that when he put his rebuilt '89 Softail in his biker bar, followed by a few other projects, life took its interesting turn.

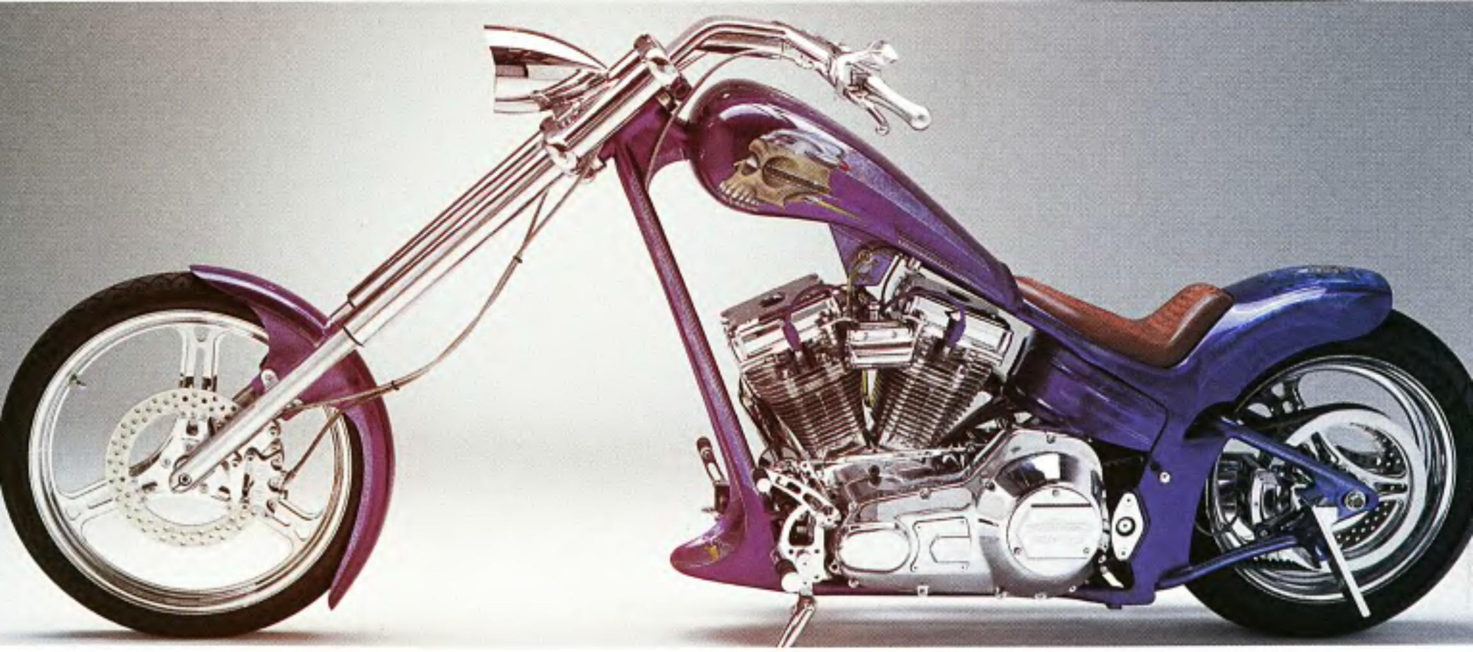
Today, Eddie can't sell his scoots fast enough. His shop (Thunder Cycle, Pompano Beach, Florida), builds three basic models with variations therein: a rigid, a Softail, and the Eclipse (a cruiser Softail of sorts). The standard Trotta Softail before you was built by Eddie specifically as a small motor project. "It's 80 cubic inches, makes 90 horsepower with stock stroke and bore," Eddie explained, "but it's a pretty quick bike. We were trying to accommodate a rubber-mounted Softail frame by Gambler, who recommended the 80-inch motor. I added a gusset in the neck, welded the back fender onto the frame, hid all the wiring, and made the oil tank all one piece". The rest of what you need to know is where it always is (check the tech chart).

But if you want more lowdown on Thunder Cycle (954) 763-6699), surf onto www.thundercycle.com, check out their catalog, and if you're a hotshot welder, Eddie's shop is lookin' for an artist. Which speakin' of, we need to give Sonny DePalma and Chip a proper nod here for their respective graphics and painting on this awesome scoot.

Meanwhile, the rest of us are gonna keep kickin', stompin' shleping, haulin' and groanin', feeling justifiably envious of a guy who lives an eternal Spring Break. But by God, anybody who beats the big "C" deserves as much fun as he can stand. Near as we can tell, Eddie Trotta's fill of it isn't anywhere near full.

—Captain Trash

Easyriders



Owner: ....Michael Yeary
City: ....Pompano Beach, Florida

General

Fabrication:..............Thunder Cycle
Year/make: .... 2000 Special Construction
Model: ....Thunderbolt
Assembly:................Thunder Cycle
Chroming:................................S&H

Engine

Year/model:......................1996 Evo
Rebuilder: ....Thunder Cycle
Ignition:..................................Crane
Displacement:........80 cubic inches
Lower end: ....H-D
Balancing:................Thunder Cycle
Pistons: ....Wiseco 10:1
Cases: ....Delkron
Heads:..John Sachs, Plantation, Fla.
Cam: ......John Sachs Mystery cam
Carb: ....S&S E
Lifters: ....JIMS
Air cleaner: ....Velocity Stack
Pipes: ....Thunder Cycle

Transmission

Year/type: ....2000 6-speed RevTech

Paint

Molding: ....Chip
Painter: ....Chip
Color/type: ....Cobalt blue/ House of Kolor
Special paint: ....Sonny DePalma graphics

Frame

Year:.......................................1999
Type: ....Softail
Builder:.............................Gambler
Shocks:...........................American
Modifications:........45-degree rake, 6-inch stretch, bent and tweaked

Accessories

Bars: ....Thunder Cycle
Risers:......................Thunder Cycle
Handlebar controls:....Performance Machine
Fender(s): ....Thunder Cycle
Headlight:......................Headwinds
Taillight:...................Thunder Cycle
Speedo: ....mini Ness
Pegs: ....Thunder Cycle
Foot controls: ....American
Electrics:..................Thunder Cycle
Gas tank:........D&D, Thunder Cycle
Oil tank: ....Thunder Cycle
Oil system: ....Thunder Cycle
Primary cover: ....H-D
Seat: ..Thunder Cycle, Jeffery Phippes
Mirrors:..Thunder Cycle, Aeromach
Grips: ....Thunder Cycle

Forks

Type: ....inverted 63mm
Builder:..................................Spyke
Modifications: ....12-over, mid glide

Wheels

Front

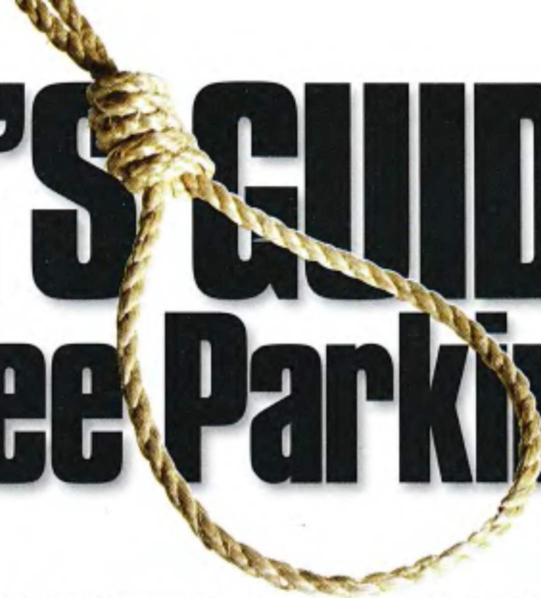
Type:............Performance Machine
Size: 21-inches
Tire: ....Avon
Brake: ....Performance Machine

Rear

Type:............Performance Machine
Size:....................................18-inch
Tire:...............................Avon 2000
Brake: ....Performance Machine

Photos:........................Don Rogers

A BIKER'S GUIDE To Carefree Parking



There are a few things that can bring fear to the heart of a biker, like the thought of parking your scooter. It just seems so unnatural to take something you've invested so much time, money, and sweat into and leave it sitting out on the curb. But what is a bro to do? No matter how much you love to ride, you have to get off sometime. Everybody has to park.

Well, actually, there is something you can do. You can read the following highly informative article that will tell you everything you could ever want to know about safe and happy parking. It'll help you get over the fears and separation anxiety every biker feels when his first love is out of sight.

Remember where you parked.

I know this sounds like a no-brainer, but anybody that's ever come out of one of those huge freakin' malls by a different door than you used to go in knows what I'm talking about. You'll feel like a real dip-shit wandering around the parking lot like some house mouse in search of her mini van. The solution is to pay attention when you go in. Maybe write down a few details. Of course you also have to ask yourself what the hell you were doing going into a mall in the first place? The day you have to start doing the shopping is the day you should consider getting a new ol' lady.

Watch for overhead hazards.

I'm not talking about enemy aircraft or raining frogs; I'm referring to the scourge of safe scooter parking: the bird.

Birds hang around in trees and just love to pass the day by crapping on anything that ends up within the trajectory of their ass. And it seems that they especially hate motorcycles. Did you ever notice that when a bird craps on your seat there's never any lying on the ground around your scooter? the little bastards never miss. They can shit like snipers.

What to do, you ask? Well, not parking under trees would be a good place to start, but if you live in a heavily forested area, spend a little money and buy some bigger saddlebags. That way you'll have room to carry a chain saw.

Tie it to something.

Since you've bought the big saddlebags already, you might as well throw a length of chain in there too. Chaining your scooter to something is your first line of defense to insure it stays where you left it. A word of caution though about attaching your scoot to an object. Be sure to pick something stationary like a concrete post. Avoid things like car bumpers or the back of a fire truck. If I have to explain why, you'd best just stay at home.

Watch for tow away zones.

Sometimes we bring on our own troubles, like when we park our scooter in places that the law says we shouldn't. Forget the fact that the law doesn't know its ass from a fruit loop; that won't stop some overzealous idiot from snagging your scoot, dragging it off to an impound yard, and charging you ransom to get back your own damn property. And you can't even pommel the thieves because they won't come out from behind their bulletproof glass long enough for you to take a decent swing.

If you've ever seen a motorcycle being towed you know what a hellish and unnatural sight it is. Tow truck drivers treat scooters much the same way a six-year-old treats a cat on a leash. (You can always tell where somebody's been walking a cat by the drag marks in the gravel). Does this make them evil? Actually, yes it does. Anybody that would make off with your scoot like a thief in the night should be handled like a horse thief in the Old West. Anybody got a rope?

Have it guarded.

It would be ideal if you could take your favorite nasty-ass dog with you everywhere you went to guard your scooter when you're not around, but this usually isn't practical. Any dog big enough to protect your bike is going to be a royal pain in the ass to haul around. Also, if you tie your dog to your bike and leave the pair sitting in the hot sun the animal protection people will be all over you like flies on a screen door. There are laws to protect animals from such abuse.

Fortunately, there are no such laws that apply to your ol' lady, so the solution seems obvious enough. Take her along and have her do the guard duties. If you've got her trained right you shouldn't have to tie her up to get her to stay where you tell her, and she's probably meaner than your dog anyway.

Avoid that sinking feeling.

If you've ever parked your scooter on the beach or a patch of steamy hot pavement, you know the perils of having your sidestand go south on you. Returning to your ride and finding it lying on its side like a dead horse can take the glow off any outing. But there's no need to fret, 'cause I have a simple solution for ya.

Go to the kitchen cupboard and fetch one of you ol' lady's pie pans; throw it in those big-ass saddlebags you bought to carry your chain saw, and place it under your side stand next time you park on a questionable surface. Pie pans are cheap, lightweight, and, hell, it's not like she was ever going to use it to cook you a pie anyway. She'll be too tired to cook after spending all day guarding your scooter in the titty-bar parking lot. —*Greg White*

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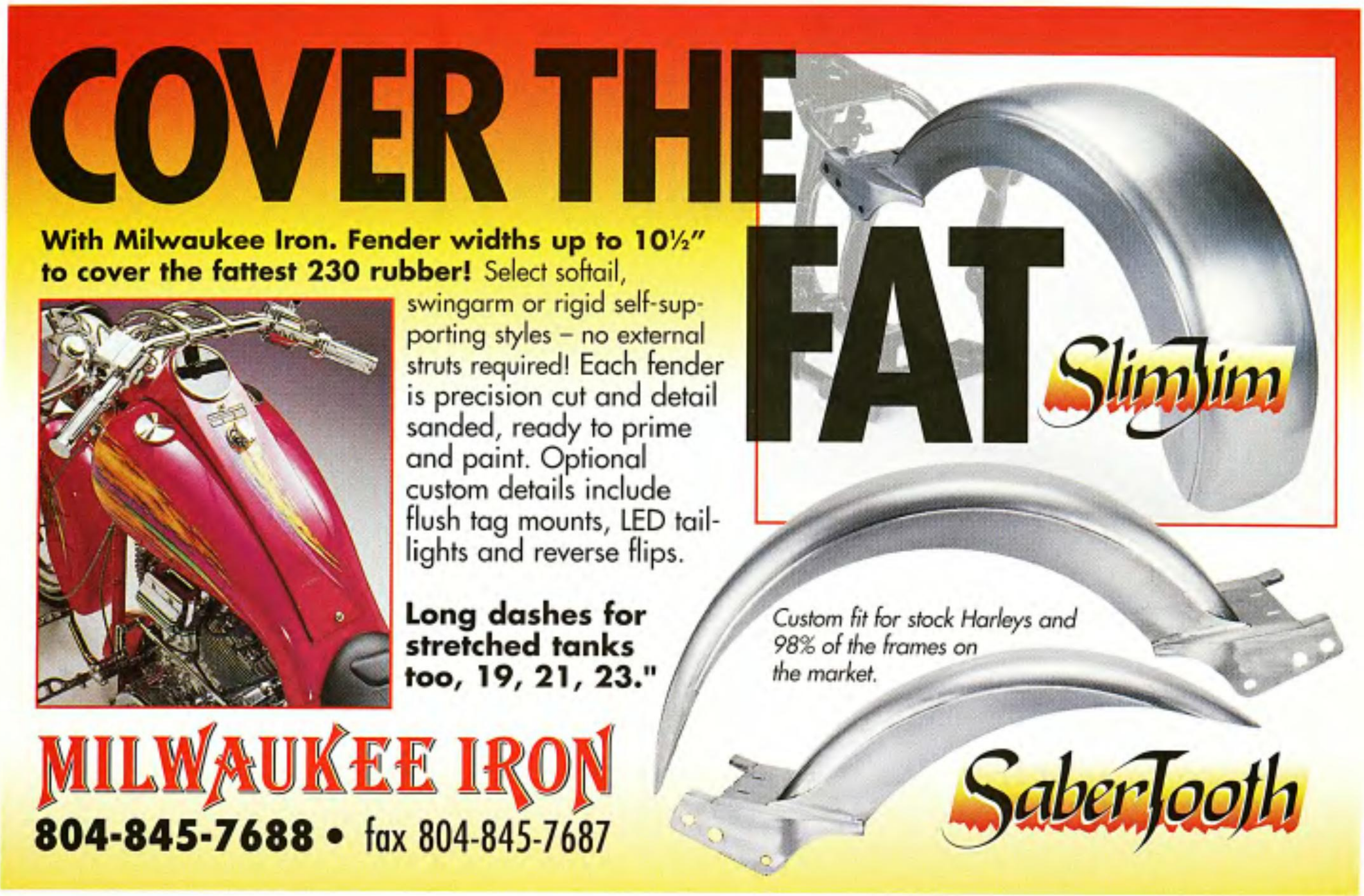
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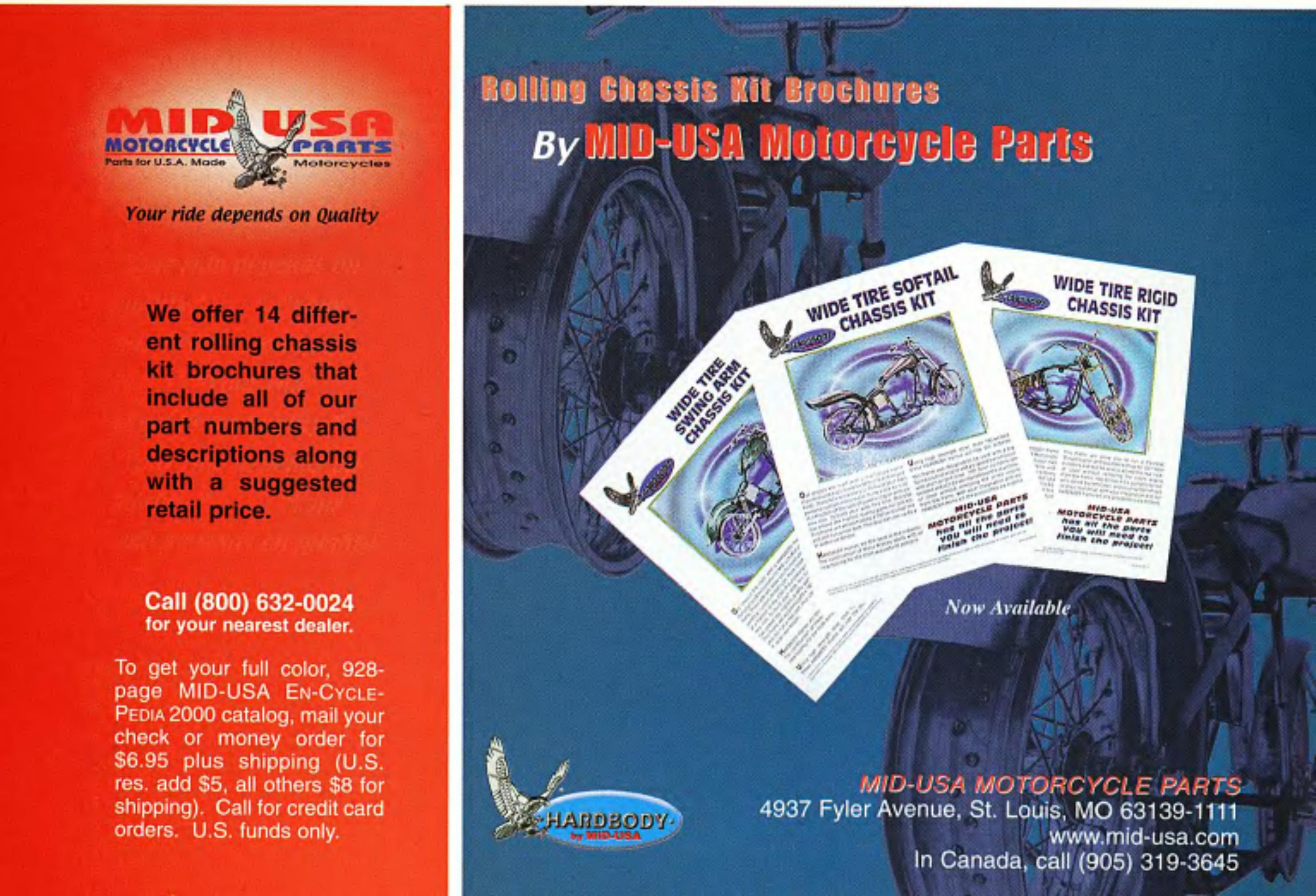
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Open Road Radio

WHERE THE ASPHALT MEETS THE AIRWAVES

Gina Woods knows how to push the rock to the top of the hill. Not every one does, but those who do can appreciate the amount of work it takes. Producing your own motorcycle radio show every week is a helluva push, but one that's worth its weight in FM gold.

Open Road Radio was created in 1996 by Gina and Kris Tigerlady, two die-hard biker women with the goal of providing education and entertainment for the scooter-riding world. The show is, in Gina's words, "nondenominational," appealing to any rider of any brand. But before we dive into the finer aspects and offshoots of Tesla coil evolution, a smidge of probing is warranted into Gina's background. In other words, what the hell makes a person wanna push a rock anywhere in the first place?

"I was living in Austin, Texas," Gina recalled, "and the program director at KUT (the university radio station) would let me come in and sit for hours, learning everything I could. I worked in radio over the next fifteen years, during which time I moved back to Chicago and earned a degree in communications from Columbia College."

Gina was also working at a Harley dealership in Berwyn while going to school. It was hardly her first introduction to leather and chrome, but every time someone rode in, it made her moan and think of her childhood dream. "I've been riding since I was 12 years old. I had this uncle, Radical Mike, who owned an Ironhead Sportster, and he'd come by to pick mom up for the day. And every time, I'd say to myself, 'I wanna ride someday.' It's not what women generally did, and I was only six years old, but I remember that sound."

It took a few years and the usual "Why do I have to wait for him to give me a ride?" relationship dance to finally get Gina into the front part of a saddle, and from there, the view never changed. "What motivated me was a guy I'd been dating for five years. Whenever we would get into a spat, he wouldn't take me to the event I wanted to go to. I hated waiting, but I wouldn't get on someone else's bike."

So, Gina set out to do the next (and better) thing. "My first bike was supposed to be a Flathead, which I wanted really bad. I ended up buying a '68 XLCH Sportster from a guy who needed the cash. The Sporty was a $400 basket case, and the controls were backwards—rear brake on the left, shifter on the right, so I was learning to ride the opposite way. I let a friend work on it, and made saddlebags for it and put on a wide glide front end.

"I kept that bike for about eight years, sold it, and bought an '83 Sporty. I kept it for three years, and then my present '49 Panhead came along, and that was it! A friend of mine had known I was looking for a Panhead, because the guy I dated on and off wanted one, and I wanted to beat him to it. I also wanted him back in my life, so I bought it kind of as a tease, but I tell you what, it worked!"

Gina's other plan grew to fruition while she was working at WVVX radio in

Highland Park. "I was program director for a multi-cultural station where people could come in and buy air time. They had Greek shows, Lithuania shows, but as long as they bought the time, they could be on the air. So, I decided I wanted to somehow put my bike passion and radio career together."

When Gina met co-creator and bike journalist Kris Tigerlady in 1995 through mutual friends, the "somehow" became "Let's figure out how." For Gina, the connection was the missing piece. "It was a nice marriage, like night and day. She was a Honda rider who did the helmet thing, rode staggered, all the stuff I wouldn't do."

They researched the project for a year, operating on a zero budget and pure foot power, putting out thousands of surveys at bike events. From their fellow riders input, a show was eventually born, launched on WVVX on January 2, 1997.

"I wasn't nervous," Gina recalled of her dream job come true. "I was pretty excited about it. I was running the board (she's a technician), and the show was all live. I played John Hiatt, and we talked about the last Love Ride, the fallout from a recent election, some product and racing reports, and a restoration project, all in a one-hour slot."

To Gina's extra credit, a big part of the rock push is finding the cash to make the airwaves wiggle. "I took no sales or advertising classes in school because I never wanted to do that," Gina said with no small amount of disdain in her voice.

Photos: courtesy of Open Road Radio

The Open Road Radio ensemble and choir around Gina and her Pan.

"In fact, people bought time to make me go away! But I would go in and people could see I was very enthusiastic. I had a lot of folks who really believed in what we were doing, like DGY Motorsports, S&S Cycles, Paczolt Financial group, and Hemi design, who are still with us."

Gina's audience has followed as well, from a one-hour format and several radio stations (WVVX, WCBR, WJKL) to ORR's present address and time: WCKG 105.9 FM, 7-9 p.m. on Sundays. The various moves never deterred Gina's fans from tracking her down, either. "We were small in the beginning, but we knew we were building an audience. Someone once said, 'If I put my radio by the window attached to a piece of aluminum foil I can hear you.'

"WCKG plays classic rock with a lot of FM talk. When I bought time with them in September 1999, we were playing in the big boy's league. We tied for number one TSL (time spent listening) in our time slot for two months. We also went from a 41 to an 83 composition growth." In radio-speak, that means bikers liked the show. A lot.

With many celebrity interviews under her belt (Jay Leno, Lorenzo Lamas, Branscombe Richmond, Evel and Robbie Knievel, Dave Barr, Scotty Parker and Arlen Ness to name a few), Gina ensures that Open Road Radio also stays balanced with contributions from a wide range of programming aspects. In addition to live interviews, she includes ride and rally reviews, moments in motorcycling history, tech tips, news, and legislation, Team Chicago racing updates, new product reports, motorcycle music, listener call-ins and prize giveaways. Ya gotta love it.

In reality, it takes more than Gina's hands to push the production rock to the top of the transmission hill. Her ORR team includes Jim Viverito (co-host), Dan Schmitt (co-host, Team Chicago race report), Biker Bob Paolella (segment host, ride and rally report), Elaine Paolella (segment host, ride and rally report), Anita Berlanga (co-host,marketing) and Karel King (production director). For them, the future holds promises of expanded syndication and audio streaming (radio over the Internet).

In fact, you can already listen to previous segments using audio players on your computer by accessing www.autochannel.com and finding the Open Road Radio link at the bottom of the page. For the live version, in the Chicago area, you can dial in Open Road Radio at WCKG, 105.9 FM, 7-9 p.m. on Sundays.

If bikers stand for anything, it's exercising their freedoms. The framers of the Constitution probably never imagined the limits to which freedom of speech would be tested and transmitted, but if they were around today, you better believe they'd be burnin' up asphalt to spread the word. And you can bet your ass that somewhere in that pack, a woman on a '49 Pan would be recordin' notes for next week's episode.

—Captain Trash

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I Believe

I've been accused of a lot of things in my life, ranging from adultery (not true), to sexual harassment (true, but with an explanation), to tax evasion (no comment), but recently I was accused of something that I never would have expected. I was accused of being insensitive. I was told that I am not a very nice guy.

This is simply not true. I'm a hell of a nice guy. I'm the first one to go out of my way to lay a compliment on a woman with really nice hooters. I'm the first one to offer encouraging words to the grossly overweight and ugly. Why just the other day I helped out a beast of a woman by telling her that she'd get laughed at a lot less if she'd just quit going out in public, or at least drape herself with a truck tarp or something. Like I said, I'm a nice guy.

But apparently being nice isn't good enough. Nowadays you have to be politically correct. You're expected to be empathetic, to put yourself in other people's shoes before you shoot off your mouth, to see the world as they see it. Now I don't know about you, but there are a lot of people whose shoes I don't want to be in—like the guy down on Eighth Avenue who barks at cars and spits at you if you don't give him money. I tell ya, I hope I'm not anywhere near this guy's shoes when he shakes his last raisin out of the box. I've got enough bats in my own belfry without dealing with anybody else's.

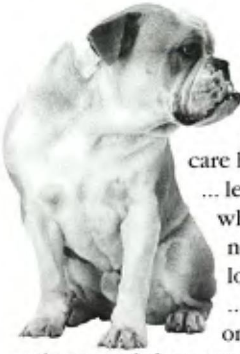
The older I get, the more difficult I find it to keep up with the way I'm expected to act and feel. Maybe I'm a bit of a dinosaur. Maybe I'm not nice all the time. Maybe I don't shed a tear for every asshole in the world. Maybe my beliefs are a bit dated. I don't know. I find it hard not to offend people because everybody is so damn touchy. It seems like what you believe doesn't matter—what's important is that you don't hurt anyone's feelings. Life has turned into one long kindergarten class.

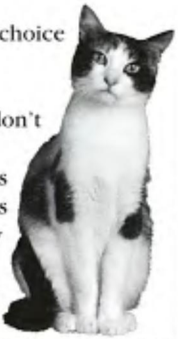
So what I've done is this. I decided to make a list of all the stuff that I believe in, all that I hold true, and try and figure out if I'm actually not a nice person. Not that I really give a shit what people think of me, but you never know when the subject might come up in conversation. Next time somebody asks, "Are you an asshole or what?" I'd like to be able to give them an accurate answer.

Anyway, this is the stuff that makes me tick. And if you're offended in any way, I believe you should get over it.

—Greg White

I believe ...





... dogs are smarter than cats, but given the choice I'd rather eat a cat.
... putting pineapple on pizza ruins both.
... you'd have to be retarded to eat sushi. I don't care how trendy it is, it's raw fish for God's sake.
... lesbians are cool, except for the hard-core dykes who wear work boots and have brush cuts. It's no fun picturing two women entwined if they look like truck drivers.
... *Easyriders* is the last real men's magazine left on the planet, 'cause it doesn't have all those cologne and shampoo ads that all those pretty boy mags have. The day *Easyriders* has that fruity crap between its covers is the day I toss myself off a bridge.
... Sexual harassment laws are far too one-sided.
... anybody who would have a pet rat should be in a mental institution.
... people should be able to do whatever they want as long as it doesn't bother me. Don't park across my driveway or talk to me when I'm standing at a urinal and we'll probably get along fine.
... all men may be created equal, but we can't all dance and shouldn't try.
... men and women are not created equal. If you don't agree, just watch a woman trying to parallel park or a man trying to thread a needle.
... it's OK to run from a fight if you're pretty sure you're gonna get your ass kicked.
... people only hate lawyers until they need one to save their ass.

... every man should have the chance to spend one night with a sex-starved nymphomaniac.
... unless you want to age fast, die young, and always be chasing strangers out of your bedroom, no man should ever marry a sex-starved nymphomaniac.

... golf is the stupidest pastime in the history of mankind and proof that married men will do damn near anything to get out of the house for a few hours.
... mini-golf is also pretty stupid, but at least you don't have to do so freakin' much walking.
... street people would be a lot less annoying if they weren't always asking me for money.
... taxation is theft. If the government wants cash they should get off their asses and get a job.
... it should be illegal for strippers to wear pasties.
... speeding tickets have less to do with public safety and more to do with raising money. If the rule makers want people to slow down all they have to do is scatter billboards along the roadway with pictures of tits on them. I'd slow down for that.
... TV would be a lot more realistic if people farted every now and then.
... if it weren't for Internet porn, there would be no Internet.
... money can't buy love, but it can prevent you from having to eat out of dumpsters.

... all men secretly love motorcycles. The only reason most men don't ride is because their wives don't want them to spend money on something they might enjoy. This is also the reason most women don't want porn around the house.
... most marital problems could be avoided if men would listen as much as women talk.
... men love dogs because they treat us like we wish our women would.
... a smart man knows when to quit and that time is now.

AT LAST, SOMETHIN'

Note: If you already know absolutely everything about the Internet, you might wanna move on to a page that features naked chicks.

Ten years ago, the word and lo, the very concept, of a Web site, didn't exist... unless you were suffering from a case of arrested adolescent development and lived only to read Charlotte's Web. See, the way things used to be, you'd come home from a ride, pop open a cold one, and fire up the idiot box, unless of course, you managed to meet li'l Miss Tasty Cakes somewhere along the way, in which case you became a biker trying not to act like an idiot while attempting access to a box ...

But nowadays, chances are you'll plant the chrome leg, pat your baby down, and head for the computer to check your e-mail from all over the country. You'll log onto a chat room and tell folks in Pudukah, Kentucky, how awesome the sunset looked sizzlin' in the Pacific while ya shredded shrimp and downed the proper chase sauce out on Highway One.

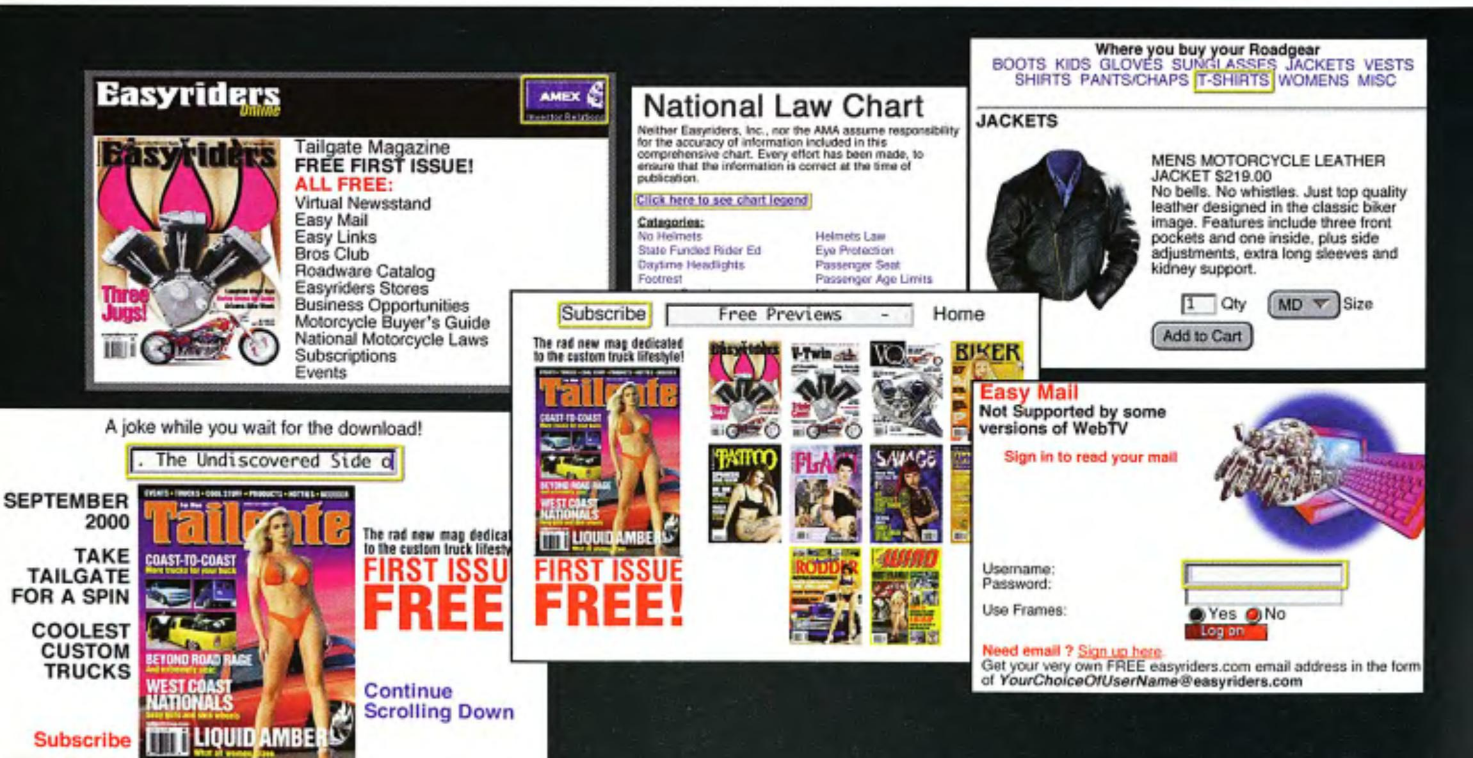
And from there, if you really wanna go on a road trip, you'll type in an address that will extend your link to the biker world far beyond any highways you can begin to fathom. The address you'll be perusing is www.easyriders.com, your biker on-ramp to the 21st century. And like Walter Brennen used to say on the *Guns of Will Sonnet*, "No brag. Just fact."

There's two ways to access the Web site: through a regular computer and Internet Service Provider (ISP), or through your television. And in this case, we ain't talkin' no idiot box. The damn thing got real smart, thanks to some cyber gurus at WebTV. You buy an interface box (like the one you use for cable ... well, at least those of you who pay for it), get a subscription service, pop a cold one, plop back into the comfy seat, point a remote control, and a-w-a-a-a-a-a-y you go, bubba. For those not itchin' to plunk down a few grand for a PC or Mac, Philips' Web TV will take you where no TV has gone before and supercharge your tube for around 100 bucks (and is available through major outlets and home appliance chains). At press time Easyriders is trying to work a deal so you can get everything you need right from us (call 800-247-6246 for details).

However ya do it, just do it. But don't expect a buncha frilly games, geegaws, moving screens, dancing pumpkins, shrill, poorly composed computer-generated music, cigar-smoking vaginas, exploding heads, or Laura Croft look-alikes. It's called "the Information Highway," not the "Sensory Overload Backroad." If ya want that shit, go elsewhere, and letteth thy RAM be thusly consumed ...

Welcome to the Easyriders-style Internet: www.easyriders.com (typed just like this, in small letters), where you will receive no-nonsense information and access to the Great Cyber Beyond. Think of it as an online gateway to the two-wheeled world. You start out at the home page, and proceed to the underlined words, which are actually electronic links to other Web pages within the Easyriders Web site. The site is constantly changing and best of all ... it's FREE!

Virtual Newsstand gives you a sneak peek preview of the current issue of many an Easyriders publication, including *Easyriders*, *V-Twin*, *In The Wind*, *V Q*, *Biker*, *Tattoo*, *Tattoo Savage*, *Tattoo Flash*, *Air Brush Art & Action*, and our new *Tailgate* truck rag. Hell, it's a free peek, too. Can't beat that with a wish stick. You can even subscribe to one of these fine publications and miraculously,



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they will be delivered right to your door by a uniformed employee of the federal government.

Easy Mail lets you set up your very own private and *free* e-mail account through Easyriders. You can access it from any computer terminal anywhere on this spinning wacky globe that has Internet service. For instance, you've just ridden 500 miles to meet the girl of your dreams for a blind date set up by a buddy, and she turns out to be the fleshwad from hell, complete with bad teeth and hairy armpits. You've told everyone you were going to meet her, so, of course, you can't wait to access your e-mail and tell everyone what a slurpalicious babe she turned out to be!! The next e-mail you send is to your buddy, lettin' him know that the joke girl was a good sport and introduced you to her easy cousin who removes chrome with her hands tied behind her back ...

Easylinks gets down to serious bizz by giving you access to other Web sites within the tattoo, motorcycle, hot rod, and custom truck world. All of those sites have links as well, and it rapidly becomes an expanding list from there. As I said before, it's an on-ramp to the infinite.

The 2000 Roadware catalog link lets ya get your road ensemble dialed in without having to leave the house. Not all of us live within comfortable ridin' distance of an Easyriders Store, so this is the next best thing to havin' a prospect fetch you some new duds. If you can use a tape measure, you can pick and choose to your wallet's content and look like the leather god you know you are.

The Easyriders Stores link provides you with a complete list of every Easyriders Store in the U.S. and Canada, as well as a link to the Easyriders Licensing site (should you be so businessly inclined). Some of these stores have their own Web pages, so off you go on another link romp! It's like a good ride: you just don't want it to end.

And speaking of which, there's the behemothic 3rd Annual Motorcycle Buyers Guide link, whoa daddy! You thought the trail ended here? Not hardly, hoss. It just begins to get fired up, with info on bike rentals, bike shipping, bike manufacturers, and product manufacturers. Easyriders.com is simply the mother of all on-ramps.

Subscriptions gives you access to, uh, lemme see ... hmmm, yes, that would be the subscription department. Wanna update your magazine list, send a gift sub to a friend, check out a new publication or just see what you've been missin'? Log on, point and click, and have a nice page-turning day.

Events takes you to premier happenins' like the Easyriders 2000 Motorcycle Tour, The V-Twin Expo, and the Artistry In Ink party. These events change, of course, so you need to swing by every once in a while and get current. Easyriders cannot be held liable for any good times you miss as a result of not following the aforementioned directions.

So there you have it, hombres and hombrettes. No muss, no fuss, no giggling cyber images that scream when you mouse-toss them up against a wall, no squealing eyeballs, no melting images of Jimi Hendrix fusing the last of his gifted brain cells to his cranial holding tank. None of that crap. Just doorways to doorways to doorways ...

Remember, the future is all about access to information, and for those of the V-twin persuasion, that on-ramp begins at www.easyriders.com.

—*Captain Trash*

David Mann

Building Choppers

THOSE DAYS ARE NOT GONE FOR GOOD

Jason fell in with the wrong crowd ... and we were all really happy for him. He met members of Northern California's Pan Clan, a group of GenXers who ride only '60s and '70s-style chops, at a party. He was on a 1996 Moto Guzzi 1100 Sport. Six months later, he was building his first rigid.

In the back of my shop there was this old '70s kick-only digger that I'd been meaning to get back on the road. Jason had the cash in hand from quickly dumping his Guzzi. It was a marriage made in instant-gratification heaven. I, too, went out and bought a new bike, one that had a starter button and big boxes on the side so I could stash my camera gear, tape recorder, NoDoze, Advil, Tums, and Preparation-H (for those long rides), while I followed bros like the Pan boys from run to run. With them, bar hopping is for weeknights. When they go on a run, they gather up their chicks, camping gear, leathers, and party-favors, strap it all to the sissybars of their rigids, and head out on the highway, looking for adventure. Who said those days were gone? Well, Jason wanted in and there was only one way to do it ... the hard way.

THE DREAM

"I've thought long and hard about what is different about a chopper, why it puts the rider into a small fraternity, why it has value," Jason told me. "Lesson one: to own a chopper is to build one yourself. If you pay some dude at your local shop to put together an 'outlaw chopper' like in the movies, you have grossly cheated yourself out of the chopper experience.

"You suffer to put together the most beautiful, baddest rigid you can dream about. And a chopper absolutely has to have a rigid frame. When you build a chopper you will dream about it. Most nights, you will go to bed thinking about the future rides, the problems, the small victories, and the defeats that are ongoing in the process of building it," he added.

Jason and his first chopper. The lifestyle lives on.

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LEARNING CURVE

Dreamin' about building a chopper and actually doin' it are things that are worlds apart, as Jason soon found out. He started out his chopper project on April Fool's Day 1998. Wonder if that means anything? He spent a year drivin' his cage and watchin' his friends leave him standing on the curb. But he learned a lot ... a whole lot.

"When building a chopper, you have to make a whole lot of custom things—from brackets, to hangers, pegs, chain guards, suicide shifters, seats, spacers, bars ... and a million other things," Jason continued. "It can be a major pain in the ass. Half of the shit you order will be wrong, won't fit, will require heavy modification, or will just plain suck when you get it. You will be so good at tweaking stuff that you will amaze your girlfriend. (That's a good thing.) Oh, did I mention that nothing will fit?

"The bike got finished exactly one year to the day, on April Fool's day 1999. That glorious day, I took my first ride. It was a happy coincidence. The bike rode unlike anything I had ever been on before, with its rigid frame, four-speed tranny with a suicide shifter, nine-inch Z-bars on six-inch risers, six-over front end, open primary, shotgun pipes, round oil bag and a magneto. It's truly an American hot rod. I have now passed Chopper 101."

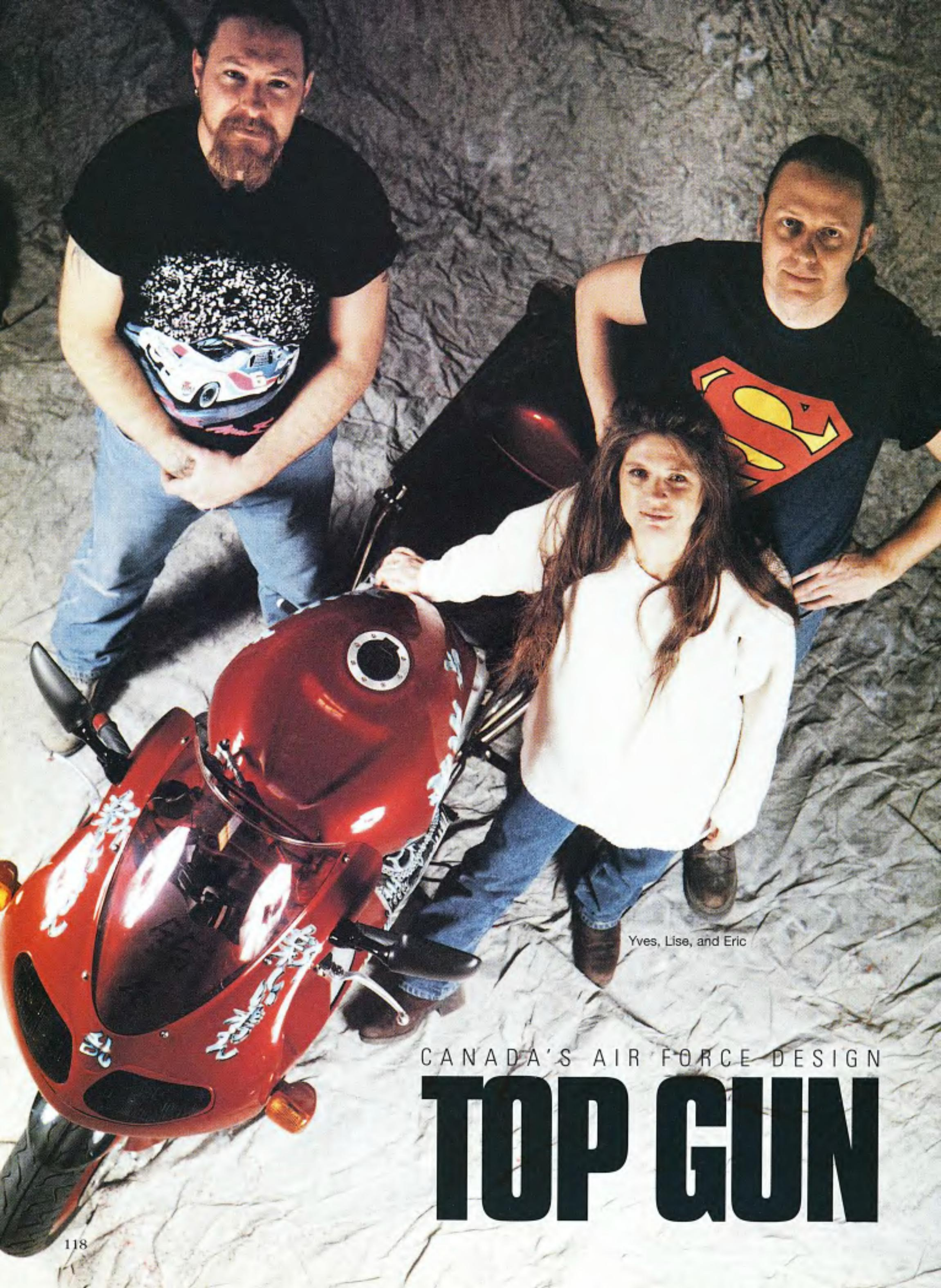
PASSIN' IT ALONG

That's the way building a chopper works. It's how the knowledge and tradition gets passed on, generation to generation. I can just see Jason telling some kid in the year 2030 about the '70s chop he built way back in the 1990s. The beauty is that the thrill is timeless: feeling the ground through a rigid frame, the crackle of exhaust, the "right-now" response from your throttle, Knuck, Pan, Shovel, Evo, or Twin Cam, it doesn't make any difference so long as it's a chopper.

I caught up with Jason recently. It was a lazy Sunday afternoon, and I found him polishing the chrome on his flamed scoot. I knew at first glance that Jason had really found the chopper essence. He is experiencing a bit of the life that many of those who rode chops in the late '60s and early '70s lived every day.

"There are two things you will do forever if you build a chopper," Jason told me. "One, is that you'll ride the wheels off of it, and the other is that you'll start dreamin' about the next one you'll build."

—Randy Fisbel



Yves, Lise, and Eric

CANADA'S AIR FORCE DESIGN

TOP GUN

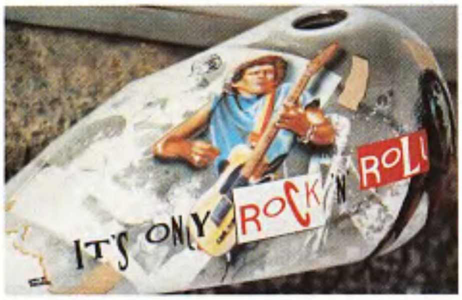
Top Gun—the "best of the best." That's what you get when you turn Yves Thibeault and the staff from Air Force Design loose on your motorcycle. We first saw some of Yves work some time back and immediately wanted to contact him and find out more.

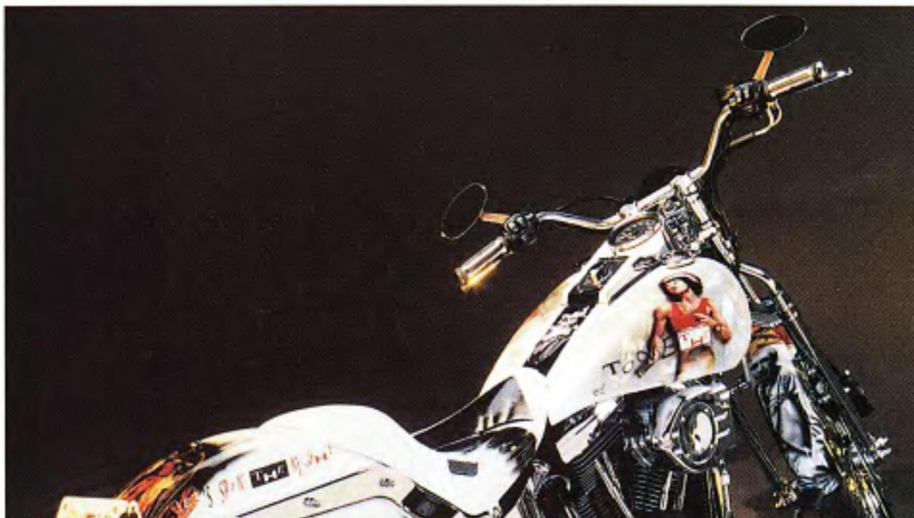
Yves' initial path in life was to follow in his father's footsteps as an aeronautical engineer, so his early years were spent working at Canadair on the Challenger jet. There was always a pull, however, to step out on his own into some form of career that would satisfy his creative and artistic nature. The airbrush had always interested him so eventually a decision was made to follow his heart, which led him to produce the amazing work pictured here through his shop Air Force Design. One of the interesting things about these artists from Quebec is that they love a challenge; there is no hesitation in tackling a job that others may find too tough. For instance, the Rolling Stones bike project was presented to Yves by a friend, Laurent Premont, who owns the local Harley-Davidson dealership. The job would involve painting no less than four Harley motorcycles. No problem for the Air Force Design team. Just like Maverick in the movie *Top Gun*, Yves knew he could complete the mission. His motto is to "always persevere and never give up until you are proud of the finished results." You can be sure that if he's pleased, the customer will be too!

Though motorcycles are a favorite medium, numerous other things have become a canvas for Yves' talent. Previous work has included snowmobiles, cars, leather jackets, guitars, helmets, and a variety of other items. Each receives the same dedication and quality that has become synonymous with the Air Force Design signature. Yves' passion for bikes isn't just related to the work he does; his own ride just happens to be a 1956 Panhead, which also received the creative touch from Thibeault's brush. No blue suede shoes here, but there *is* a great likeness of Elvis doing a flying side-kick on the tank.

One of the keys to success in operating your own business is to surround yourself with people who share your vision and work ethic. Yves is quick to point out the support he receives from his wife, Lise, who handles most of the office work as well as some design and critique. The team also includes Eric Decobert, who is highly regarded as a skilled tattoo artist. Eric assists with much of the polishing in the final stages.

If you have a special project in mind, especially one that pushes the envelope in terms of a challenge, Yves is just a phone call away. He regularly ships and receives projects from all over the U.S. and Canada. You can reach him at Air Force Design, 2485 Boul, Hamel Ouest, Quebec City, Quebec G1P 2H9, (418) 527-6712, (418) 527-5716. —*Del Corsi*





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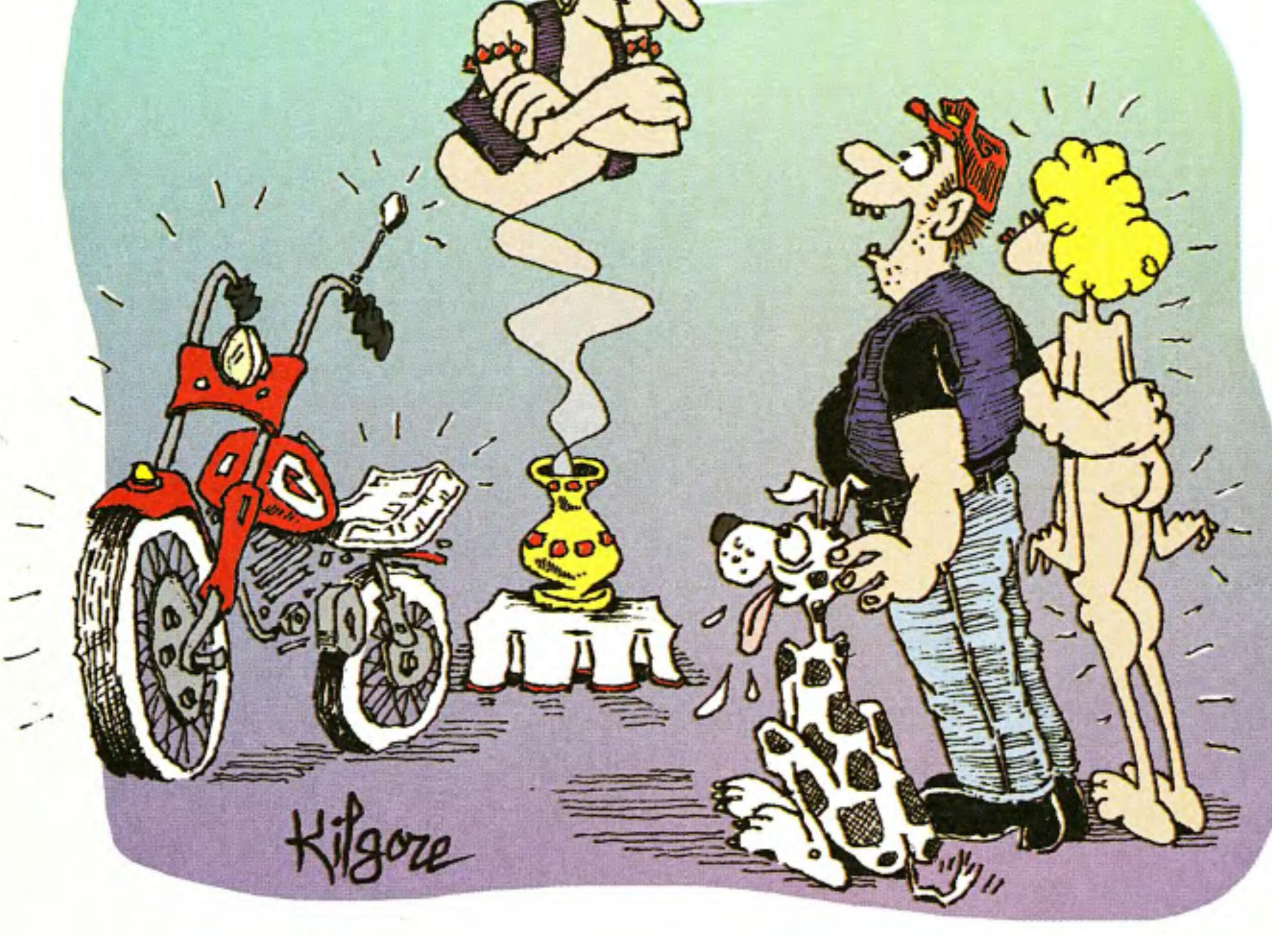

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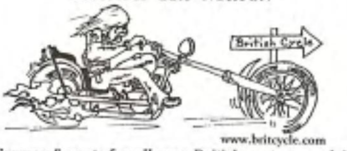

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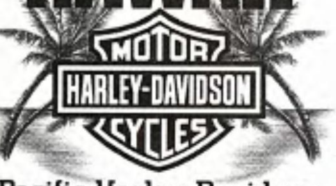

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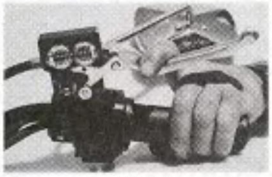

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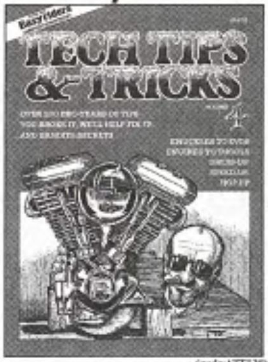

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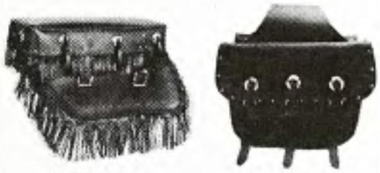

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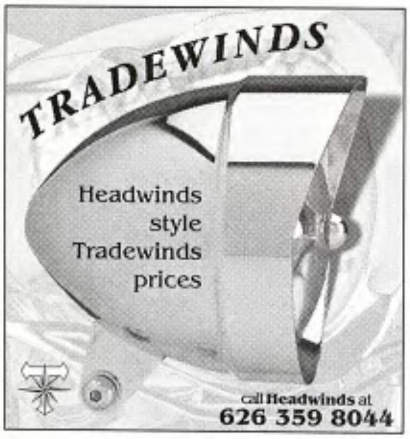

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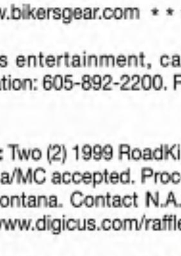

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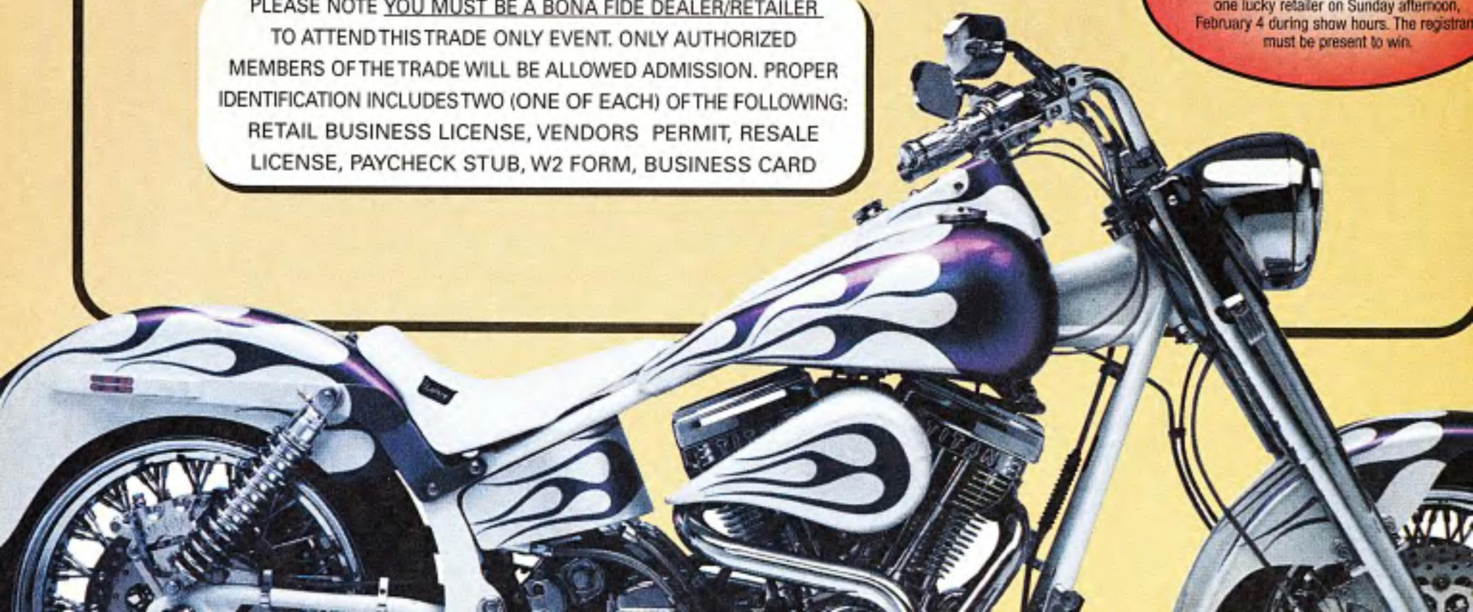


Keeping It Cool
Make Your Motor Live Longer

The condition of your oil is extremely important if you want to prolong the life of your motor. Essentially, motor oil does two things: 1) it lubricates the internal moving parts to minimize friction and wear; and 2) it helps cool your motor. Motor oil starts to break down and loose its lubricity and viscosity with prolonged use and when running with sustained high temperatures. Two big things we can do to help: 1) change the oil regularly; and 2) add an external oil cooler. There are many different types and manufacturers of oil coolers to choose from, but none as easy to install as this handy little one from John Seven.

The ring clamps right to the oil filter for a no-mess installation.

This oil cooler requires nothing more than a 7/64-inch Allen wrench and can be installed in just minutes. The large aluminum ring clamps onto the oil filter and works as a heat sink. The aluminum ring absorbs heat from the oil filter. Air passing over the aluminum ring cools the oil and allows more heat to be absorbed from the oil filter. This works very much the same way that our cylinder fins cool our motors. The fins are cooled by the air moving over them so they can absorb more heat from the motor.

Installation is a snap. No clamps, no hoses, no brackets, and no leaks! These oil coolers are made right here in the USA and are available in satin finish or high-polish chrome.

—*One Eye*

Source

JOHN SEVEN
P.O. Box 1147
Stanton, CA 90680
(714) 826-0263

Photos: John Morgan

This oil cooler works as a heat sink and is available in satin finish or high-polish for a chrome appearance.

Here's how it looks installed.
No extra mounting brackets needed here!

Wrenchin' 102, Part One: Customs Of Customizing
Your Atlas To A Motorcycling Masterpiece

After a few oil changes, shock adjustments, and wondering where the hell that scratch in your derby cover came from, it is inevitable that you will think of customization. Don't worry, it's normal. In fact, somewhere in the Far East there is an esoteric writing on the Universal Truth behind people customizing their motorcycles. But exactly what does "customizing" really mean?

As the motorcycle industry has expanded like a Ball Park frank on the sizzling grill of commerce, we have seen drastic changes in the area of custom motorcycles and the custom work applied to them. Twenty-odd years ago, a custom bike was based on a factory-built Harley-Davidson that was either a fully functional motorcycle before its transformation, or a jumbled basket case that was screaming for life in any form. Frames were chopped (hence chopper), bobbed (hence "bobber," the original term for chopper), and mercilessly reworked into radical new designs. Chrome shops were everywhere (hence no EPA back then), and the copper, nickel, and chrome vats were a-bubblin like vast unsettled stomachs waiting to spew out more and more chrome goodies. Back in the early days of custom work and custom bikes, the parts were either made from scratch or were modified factory pieces. That was it.

Compare this to nowadays, where aftermarket parts of every description abound. Two decades ago, there wasn't really an aftermarket at all. Now, you can customize your bike with finery from a wide array of 900-page catalogs that are so packed with product that you can even build a complete bike from scratch. And if you don't see the desired chrome or billet widget within your favorite parts book, just wait a few weeks and someone, somewhere will be opening up a shop that specializes in churning out billet aluminum saddlebags for Ironhead Sportsters machined on German CNC milling machines by Burmese craftsmen earning their apprenticeship in a shop somewhere in Southern California or Florida.

But let's get back to the point, and that was to closely examine what the word "custom" really means. As applied to work done to individualize your motorcycle, *custom* is defined in the Dictionary of the Enthusiast as work done to individualize your motorcycle. No two Harleys are ever the same. And it's really that simple. You can customize your bike to suit your taste by accessorizing it with chrome or paint or billet aluminum components. You can also modify the existing parts on your bike such as chopping fenders, frenching in the license plate, or having your chrome spoke wheels engraved to cover up the encroaching rust.

With the explosive aftermarket, we have complete custom bikes from A to Z—bikes you can build, or have built, entirely from pieces and parts that come from manufacturers outside of the factory.

What you need to consider as you read through fine publications such as *Easyriders*, and see many of the built-from-scratch customs that are usually worth more than most people's annual salaries, is to remember the basis for the concept of what is *custom*, and not simply how much money you can run out and spend. Here are some helpful ways to keep this in check:

1 Custom does not immediately equate to Expensive. Sure, ya go to a bike show and immediately your wallet begins to recoil from sticker shock, but just keep in mind that in the early days of Harley customizing, it wasn't the money spent nearly as much as the thought and creativity put into the work. Really!

2 Custom does not necessarily mean buying a slew of bolt-on accessories that turn your bike from a tasteful new Softail into a trashy Pimp Cruiser in one weekend.

3 Conversely, custom does not mean that you are obligated to make everything yourself, either. Usually, there's a fine balance of what is currently available and what you absolutely need to make in order for your idea to come to life. It's my personal experience, though, after making countless pieces for my bike, that the rule "Hell, I can make that cheaper" rarely applies. (The word custom doesn't also have to mean headache.)

4 Custom does not have to be complex. Sometimes, the more simple and clean you can make or build a bike, the better. After building custom bikes myself, I am always blown away when I see an older, well-maintained factory Harley (not always easy to find) because they just look so clean ... clean when I compare it to the thousands of hours I spent rerouting lines and wires, making trick brackets and buying parts that I thought would simplify my job, only to have a busier mess than I ever intended. Watch out for that one.

5 Custom may be time-consuming, but don't let it own you. Remember, kids, there are things outside called the blue sky, the sun, people, (women!), places to go, places to ride, and friends to enjoy these things with. Don't become a babbling trog who only climbs out of their shop long enough to get some fresh air and an occasional meal. Remember this, because I really need to wrap this up and get back to my bike.

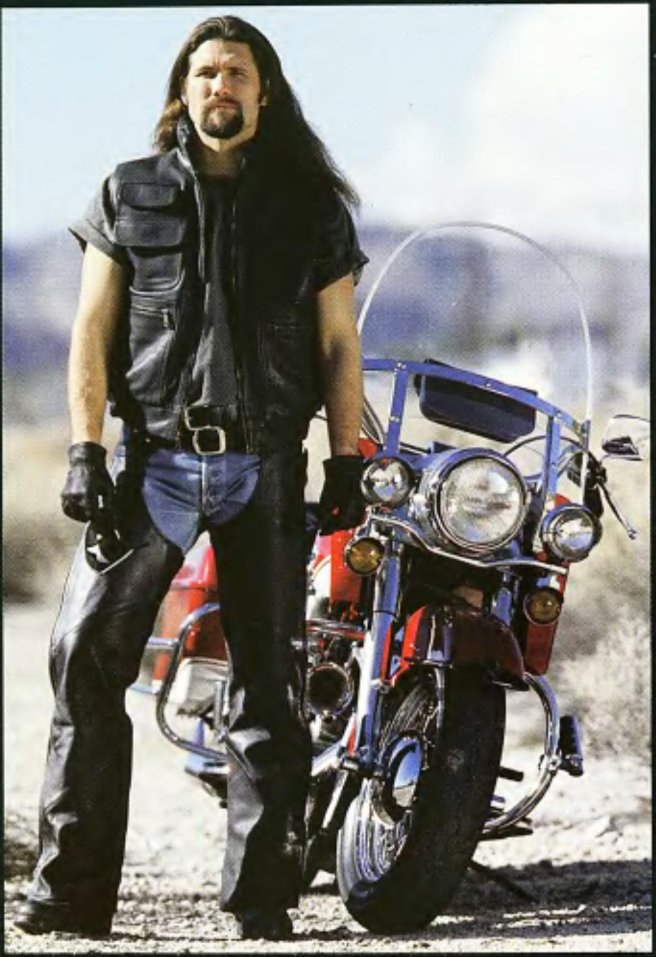
6 Custom, like wisdom, grasshopper, comes from within. Don't concern yourself with what other people want or like in a motorcycle. Stick to your guns and do it your way, after all, it's your ass in the saddle. When the time comes where someone is willing to pay you to build them a hot-pink Softail with gold and black trim, then you can quietly take the money, or simply recommend a good therapist.

OK, we've covered enough for our first Wrenchin' 102 class for today. The only thing you'll need to purchase right off hand will be a kidney belt for lifting those 900-page catalogs when they start showing up at your door. Until then, have a breeze though this here October issue, get some ideas, and we'll see you in another issue or two.

—Erik Falconer

Look for a series of articles on building a custom chopper yourself for nearly half the price of a new big twin coming soon right here.

LICENSE A LIFESTYLE



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"Ya gotta give him credit—most guys pull out after they blow an engine."

Powder Perfect
Our Giveaway Bike Gets The Treatment At Daytec

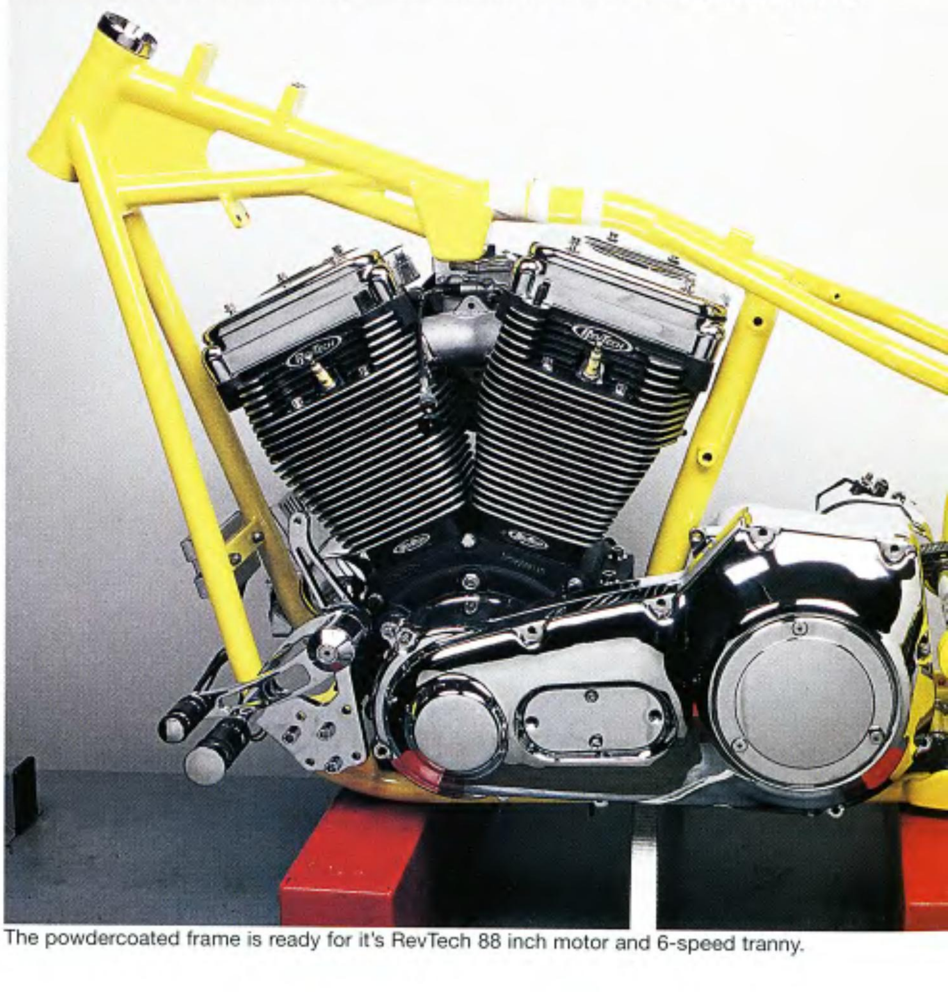
They say that with painting, all of the work is in the prep. The same rule apples with powdercoating, where any potential flaw, such as a speck of dust, or oily residue left on a frame rail can, at best, ruin a perfectly good job. Well, the folks at Daytec are as picky with their powdercoating operation as they are with their frames and frame components, so with our second update on our J&P/Easyriders giveaway bike, we wanted to show ya some of what goes on in the powdercoating booth (and ovens).

Unlike paint that goes on wet and has to dry, powdercoat is sprayed onto the part, then the powdercoated piece goes into an oven where the powder literally melts around the piece. When the frame, or engine case (or whatever) is removed from the oven, it is allowed to cool and the finish is dry and ready to go. Getting everything to this point does take some preparation, and as I mentioned, Daytec is pretty meticulous when it comes to the powdercoated finish of their frames.

Here's how they did it with the frame used on our giveaway bike, and, of course, all Daytec frames. After the frame is finish-welded, it is put in an oven at high temperature for stress relieving. At this point there should be no oil or greasy residue, so the frame itself is also clean and ready for the next step, which is sandblasting. Even in this phase of the process, Daytec does things a little different in that they use a much finer grit sand for their sandblasting. This allows the surface finish to be thoroughly cleaned, yet also keeps the metal looking smooth. When the powdercoat (like paint, in this instance) is laid down over a good surface, it shows in the finished ... er, finish.

After sandblasting, the frame is carefully masked prior to being sprayed with the powder. Just like a painted frame, it is important to mask before powdercoating all of the areas that need to still be bare metal, such as the engine and transmission mounting surfaces. With paint, this can sometimes be done afterward, by scraping the paint away from the desired area, but powdercoat is

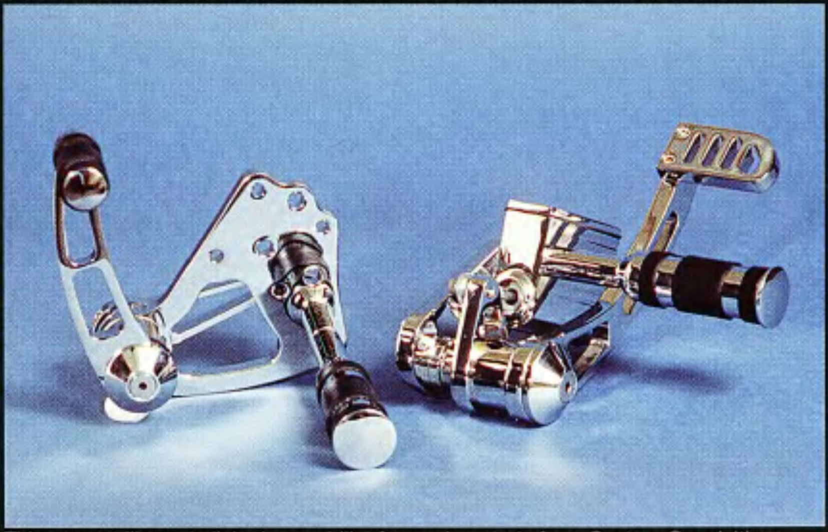
After initial baking for stress relieving, contact points are masked and prepped for spraying.



The powdercoated frame is ready for it's RevTech 88 inch motor and 6-speed tranny.

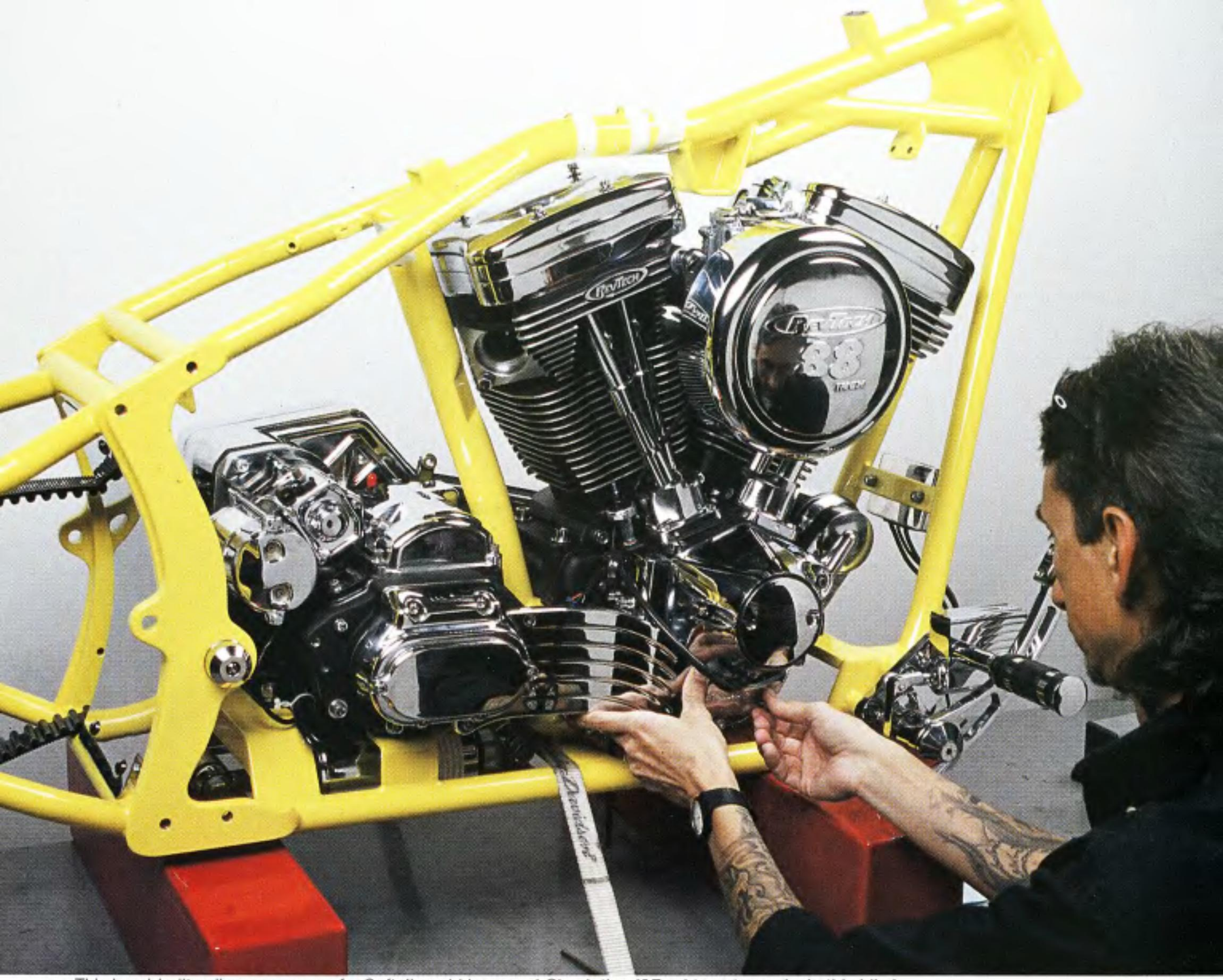
After spraying the powdercoating bakes on.

Stopping power will be provided with these RevTech calipers and snazzy rotors.



This scoot will sport slick chrome billet forward controls from Custom Specialties.

J&P supplied all the goodies including chromed lowers, Softail shocks, and triple trees.



This hand-built yellow screamer of a Softail could be *yours*! Check the J&P ad to enter and win this bike!

much tougher stuff, which makes masking beforehand the obvious choice.

With the frame now blasted and all masked off, our frame was sprayed with Daytec #134 Yellow, then carefully slid into the oven where the powder melts together to form one hard shell around the metal. Once the required time and temperature have been applied to the frame, it is removed from the oven, allowed to cool, and is unmasked. Here, very rigid quality control specs are applied to every frame, making sure that no impurities are evident in the finish. Should a small speck of dust end up baked into the finish, it can be sanded out and buffed back to a shine.

That's it, troops. Yet another mystery solved, as we update the progress of the J&P Cycle/Easyriders giveaway bike. Stay tuned next time as all the purdy parts get bolted together. See the J&P ad (next page) for details on how you can win this great scooter!

—*Wordman*

Primo Brute IV belt drive.

Photos: Markus Cuff

RevTech wheels and matching pulley.

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OFFICIAL SWEEPSTAKES RULES

1. Mail your official entry form to Easyriders / J&P Cycles Bike Giveaway, P.O. Box 50044, Boulder CO 80322-0044. If none attached, enter by printing your name and address on a plain 3"x5" card, along with the words "Bike Giveaway" and send it to the address above in a handwritten envelope. Photocopied or duplicated entries will be voided. Easyriders and J & P Cycles are not responsible for lost, misdirected, or late mail.

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4. The winner will be selected by random drawing from all entries received before 12/1/00 by Wood Business Solutions International, whose decision will be final. Winner will be notified by phone and mail, and must acknowledge notification within 30 days or prize will be forfeited, and an alternate winner selected.

5. Winner may be required to execute an affidavit of eligilibility, release and indemnification. Winner releases *Easyriders* and J&P Cycles from any responsibility or liability in connection with the use of the prize. Easyriders and J&P Cycles do not make or are responsible for any warranty or guarantee with regard to the prize including, but not limited to, the fitness of the prize for a particular purpose.

6. For the name of the prize winner, send a separate, stamped, self-addressed envelope to 2000 Christmas Sweeps, c/o Easyriders, Inc., P.O. Box 1050, Agoura Hills, CA 91376-1050. To be removed or excluded from mailing lists, send your request to the Easyriders address above.

No purchase necessary to win.

Do It Hard
Installing Hard Stainless Steel Oil Lines

When it comes to oiling our bikes, we want the best, and nothing provides a constant full volume of oil like a hardline. Why? Because they don't have any restrictions from bends like a flexible oil line can develop. I've seen riders roll into a shop because the motor was making noises, only to find that when someone tightened the oil line, it got twisted and was restricting the flow of oil to the motor. Oil is our bike's lifeblood; we can't our babies gettin' choked to death, now can we?

We enlisted the expertise of Spin, proprietor of Spinovations in Orange, California. Spin has been doing hard lines for many years now and exclusively uses them on all of the custom bikes he builds. He is known for doing such good work that several independent shops throughout Southern California have contracted him to work his oil line wizardry on their bikes.

With the proper tools and know-how, most mechanics can install a custom set of brake lines in one to two days, depending on the obstacles they run into. A very important part of this process is to first determine where your oil lines are going to run and the proper routing of them. You also need to observe an installation sequence because some specific oil lines must go on first. Careful planning and measuring are critical here, so take your time and don't start till you are sure of your procedure. Of course, you could just call Spin and have him build you a custom set. If the bike is a factory bike with everything where it belongs, Spin can build you a set and mail order them to ya. If your scooter is a custom or things have been moved around, he'll need the bike for installation.

—One Eye

Source

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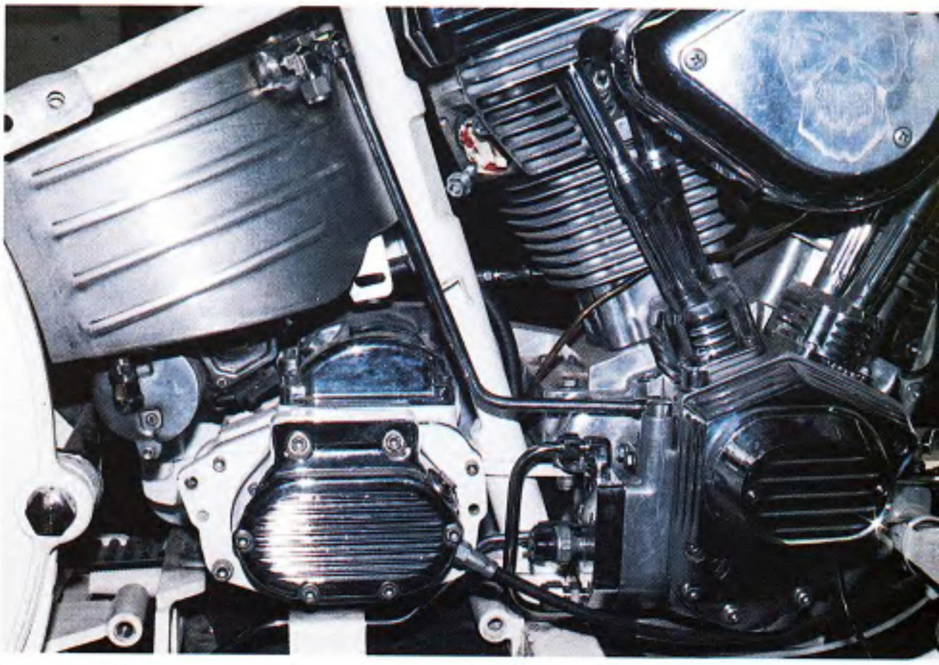
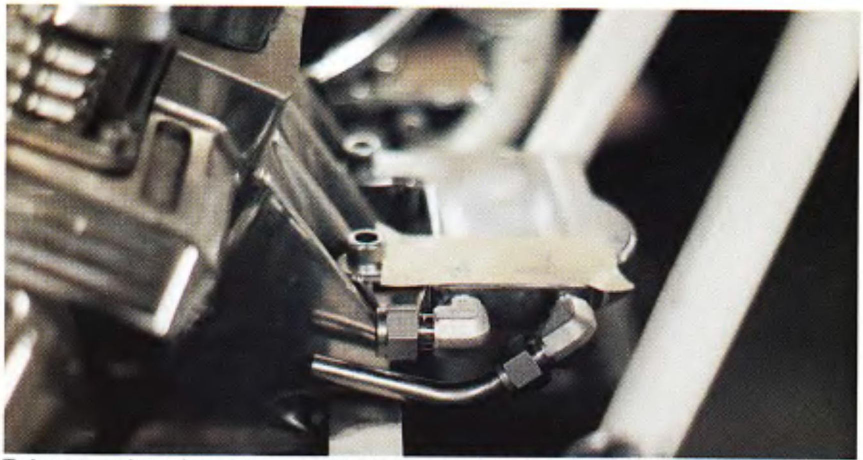
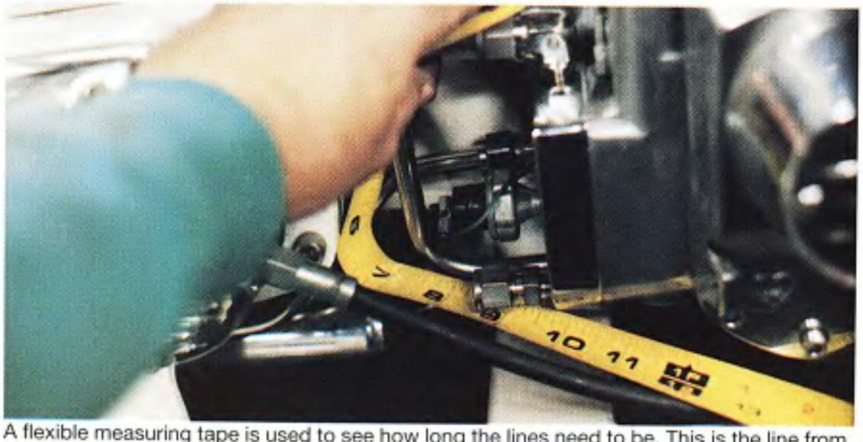




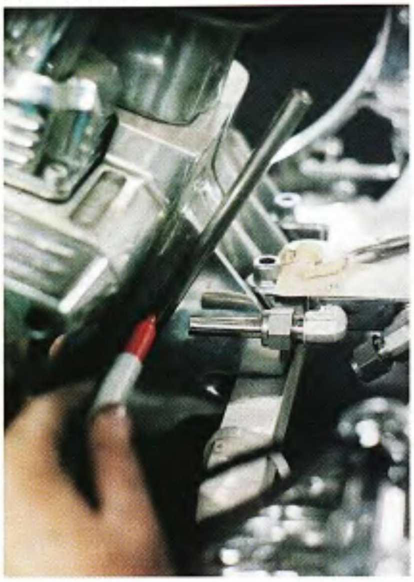
Trying several mock-ups is a good idea. Spin likes to put all of the fittings in place so he can see exactly what type and length of line to use.



A flexible measuring tape is used to see how long the lines need to be. This is the line from the oil pump to the oil filter mount.

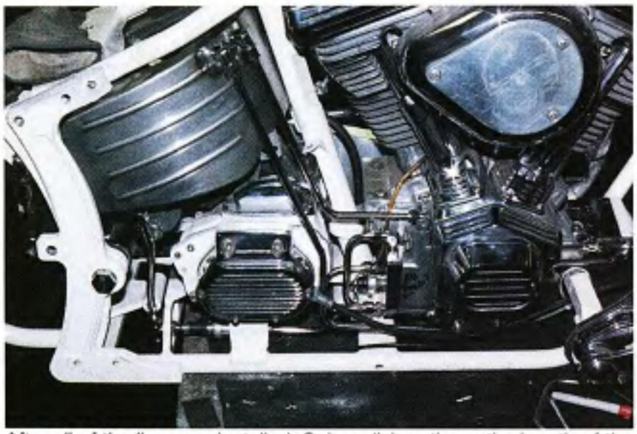
Photos: John Morgan

Allow a little extra line so you have enough for your bends and trimming. You don't want to stress the lines.



Here is a manual tubing bender making a bend. The "L" mark on the tool is from the center of the line, so Spin put a second mark on the tool to measure to the outside edge of the line after it's bent.

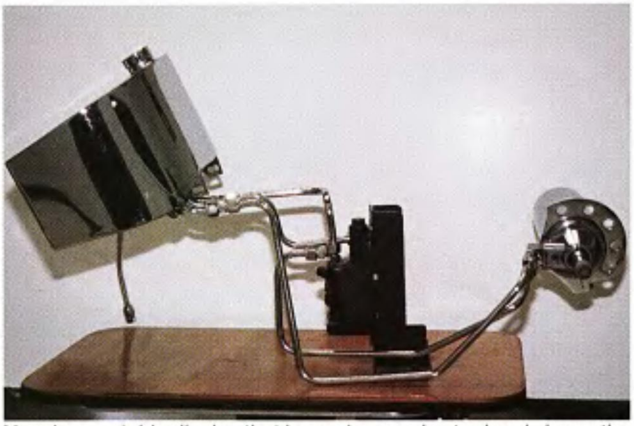
The oil pump outer housing can be changed for different outlet positions. Spin almost always changes this item for one that is a little cleaner looking with the lines coming out of the top instead of out of the front surface.



After all of the lines are installed, Spin polishes the entire length of the line to a chrome-like finish. All of the fittings and ends are also polished. The finished installation looks great!

Look how these babies flow—that's poetry in motion.

The devil is in the details, and solid lines are a lot of work. Spin makes it look easy.



Here is a portable display that is used as a sales tool and shows the customer just what the lines will look like after installation.

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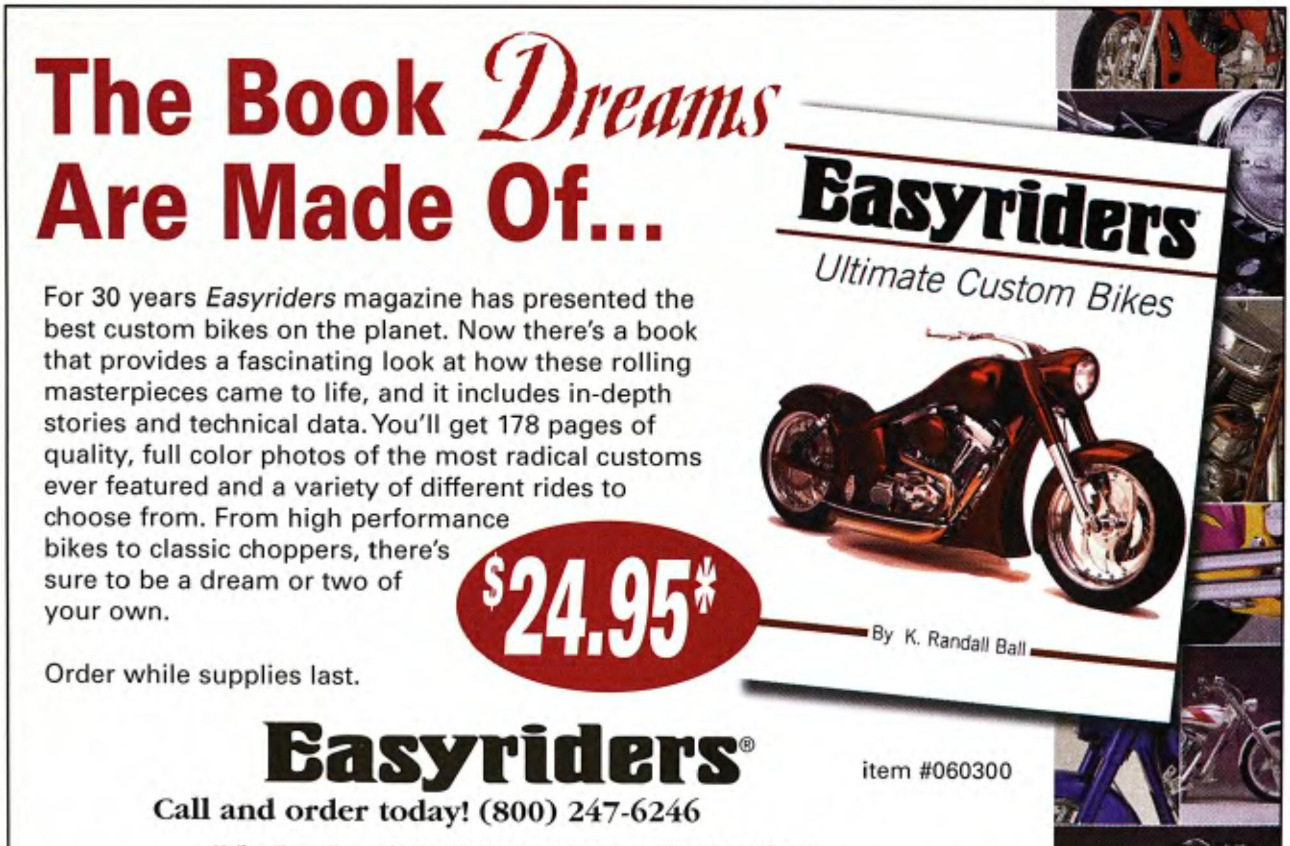
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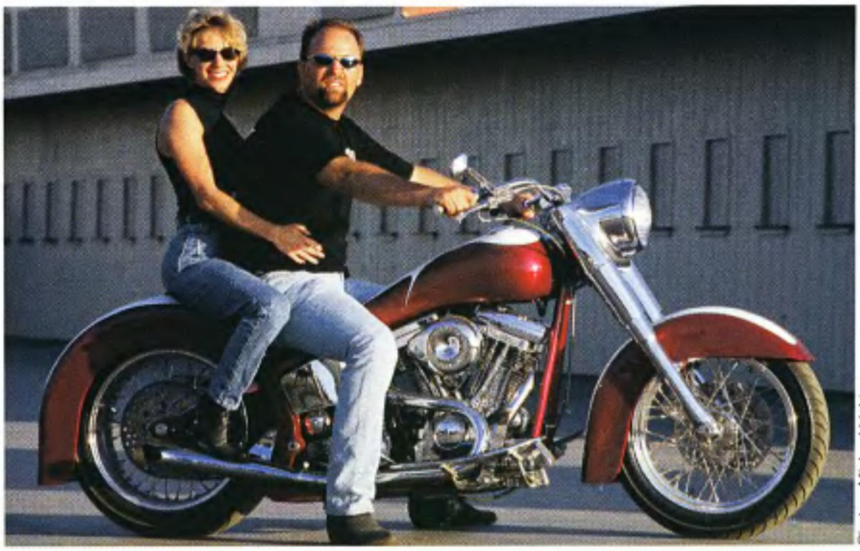
ReadersRides

David Hurley
La Mesa, California
1996 Special Construction



Photos: Michael Lichter

"People either hate this bike or they love it," claims David, owner of this panoply of ..., well, let's see, what kind of ingenious color scheme do we have here? "Well, it's a candy pearl over maroon, with pearl white and pink-orange pearl," he adds proudly. "It changes colors all the time, depending on what kind of light it's in."

Thus, with the lines clearly drawn between the two camps, antagonists might wonder aloud, "What's this man's excuse for such an achromatic affront to public decency and the human vision in general?" On the other side, friends of a happier environment might applaud "the gaiety of brilliance and tonal composition" found within this, uh, remarkable steel pony. And remarkable it is, once you manage to steer your eyes past the awesome/garish (depending on what side you belong to) color scheme. Steve Baker at Hog Heaven in San Diego took care of the extensive sheet metal work, while Lynn Harrington at Performance Chopper assembled the whole shebang. "Basically, I wanted to steer away from the Ness routine," explains David, who owns a construction company down San Diego way. "Which means, all the parts on here are genuine Harley parts that simply got reworked and modified." With exceptions, of course, such as the Mid USA frame, the Akront wheels, and a few other minor details.

What possessed David to have this Softail painted in such striking hues, only the motorcycle gods and he will know. Maybe. At the very least, David is making a statement each time he hits the streets of San Diego, and isn't controversy the catalyst that makes this country great? Unfortunately, the journalistic oath prevents me from giving any opinion I might have, but let suffice the simple words in which Dave himself succinctly cloaked his motivation, "I just wanted to have a bitchin' ride!"

—Tripper

Dan Johnson
Round Lake Illinois
1993 Softail

Dan here has a dream job: he gets to travel the state of Wisconsin, have erections, and get paid for them. Of course, he's got to dismantle them afterwards, but, hey, he gets paid for that, too. That's right, as E&D (Erection and Dismantling) superintendent for Patent Construction Systems, Dan is on the road most days of the week, erecting scaffoldings wherever they are needed. And then taking 'em down again.

I don't need to emphasize the fact that a man blessed with such obvious virility (he does all this without the help of Viagra) rides a Harley, do I?

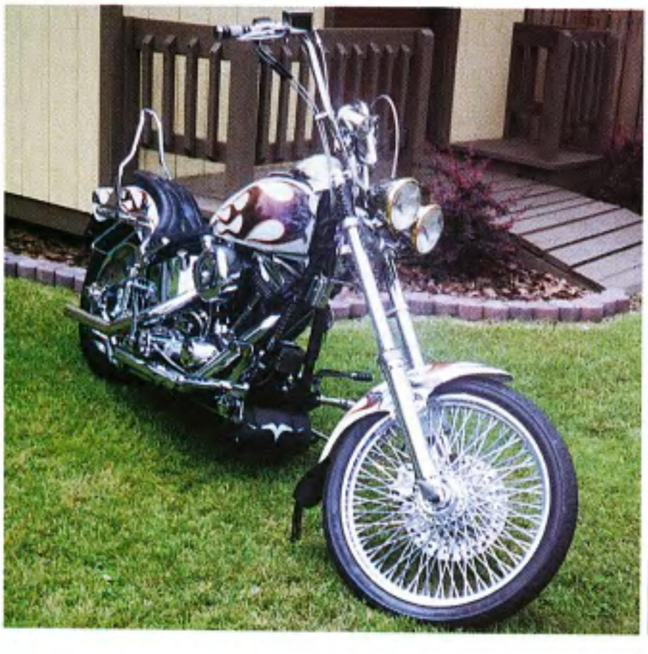
Of course not. "I grew up on a '69 Sportster," concurs our hero. Alas, two marriages brought Dan to his knees, so to speak, and he had to choose between wife and bike.

Fast forward to the late nineties, and we see Dan, mentally and emotionally healed, in the wind astride a '93 Softail Custom and not looking back. To celebrate his freedom, Dan had bought his '93 brand-spankin' new and soon commenced to overhaul her, thereby ensuring himself a ride that would not only remind him of his younger days, but also take him well into the future.

"I never outgrew the sixties," Dan says. But for an ol' retro head, he sure has some nice stuff in his machinery. "Well, there's the Pat Kennedy triple trees, which let me kick the front end out about nine degrees," Dan elaborates, "with an additional six degrees possible. The five-speed tranny has a fully functional kicker (from Custom Chrome), the whole enchilada is lowered about two inches, the front wheel is an eighty-spoked unit, the rear wheel a Sturgis mag, and I'm running two inch Python drag pipes."

Dan is particularly proud of the motor, by the way. "The heads were milled fifty thousandths, it's got a Crane Fireball cam, a S&S Super E carb, and a Donnie Ross dual coil setup." Add to that the Arlen Ness dual headlights, the pearlescent white marble paint job with copper-to-purple flames (by Jeff at T.S. Customs in Waterford, WI), and you've got yourself an erection on wheels. So to speak.

—Tripper



Photos: owner

Shawn Surek
Warren, Maine
1977 FLH

"I'm an avid reader of your magazine and do not miss an issue," claims Shawn, who goes on to say that he actually has two motorcycles he considers worthy of our Reader's Rides section. Finally, there's someone out there who cares, someone who wants to make my job easier and sacrifice his own bikes to raise the standard of these pages to a level he, in the name of the general readership, seems to deem acceptable.

And just what are his qualifications? "I do almost all my own work," he says. "I've been a General Motors technician for the past twenty-five years, so it comes naturally."

Oh! Well, Shawn, consider yourself lucky. At least you get to see one of your bikes on these revered pages, which are obviously the best part of this rag. People, and I won't mention any names, but people, influential people, have offered me major bucks and other perks just so their bikes would end up in this here Reader's Rides section and not in some meaningless feature dispersed like so much fluff throughout the rest of this rag. And have I taken one greasy, gratuitous dime?

But back to this investigative report. Lucky Shawn sticks to his story, which is that he built this Shovel himself about eight years ago, "from the ground up," as he claims. "The motor is pretty much stock, other than being bored .40 over and outfitted with an Andrews A-grind cam and an S&S carburetor."

This seems to be some source of pride for Shawn. "I dressed it [the bike] up with RevTech mags and Performance Machine brakes front and rear," he goes on. "As you can see, I spent a lot of time and money on it." I bet your wife appreciates that fact, doesn't she? "My wife and I ride quite a lot, she has a license to ride as well. In fact, we just bought her a 1999 Fat Boy."

Smart move, Shawn! You indeed seem to have studied each and every page of this rag, this indispensable source of help for all of life's problems.

—Tripper

Photos: owner

ReadersRides

Photos: Charles Corkum Jr.

Cheryl Corkum
Hubert, North Carolina
1990 Sportster

If we are to believe Cheryl, this lovely Sportster miraculously appeared one Christmas Day. "I woke up on Christmas morning in 1994 to my first motorcycle," is the official explanation. How Santa, if he was indeed the culprit, ever got this bike through her chimney ..., personally, I tend to think that her husband Charlie had more to do with it than some fat ol' geezer with a white beard in a red jump suit.

Be that as it may, the fact remains that once this 1990 883 Sportster was under Cheryl's tree. "My husband Charlie set out to totally customize it," Cheryl chirps. But this didn't happen right away. In fact, it remained "a stock 883 Hugger and he made me ride it for a year before he turned it into the head turner it is now."

Is Cheryl complaining about the fact that Charlie made her ride it, that it remained stock for so long, or that he made her ride a stock bike? Trying to decipher a woman's thoughts and words is oftentimes like being stuck in the middle of the Pacific in a row boat. With only one oar. During a typhoon. With a leaky bottom.

Extra kudos to Charlie then, who not only disregarded any leaks but also took oar in hand and steered straight toward land. He lowered the bike, polished the motor, added all the chrome, the RevTech custom wheels, White Bros. Porker pipes, Arlen Ness mirrors, Corbin solo seat, stretched the tank with flush cap from Custom Chrome to 4 ½ gallons, and organized many other goodies.

Enter Santa Claus again. "The new paint job was my Christmas present this past year," Cheryl admits. Is she playing Santa and Charlie off each other? And what does Santa get from her besides a cookie? But the official explanation is, of course, much less suspicious. "The paint was done by Jim Lambert in Charleston, who also painted my husband's red-and-white flamed Softail."

OK, somebody pinch me, man! Santa in a red suit and a white beard, Charlie on a red-and-white Softail ... this shit's getting too weird.

—Tripper

"Think, Margaret, think! Where'd you stash the key to the trigger lock?!"

TITAN

Titan's 2000 Sidewinder

THE LOUDEST SNAKE IN THE DESERT

If you're ever traveling through the desert and you spot a series of what look like "S" curves carved into the sand, keep your eyes peeled for a venomous snake called the Sidewinder. If you're ever traveling the back roads of Laughlin, Nevada, and you happen to see a series of black tire marks resembling burnouts and hear a thunderous noise coming closer, get the hell outta the way, because you're about to be hit by Titan's 2000 Sidewinder model! This was just the case as we took this bike on a ride during the River Run this year.

The first thing you'll notice on the new Sidewinder, besides the healthy, throaty sound of the Supertrapp exhaust, is the set-up and positioning of the bars. Titan is using a set of flat drag-style bars with pull-back, caped risers that give this bike more of an asphalt burner look than ever before. After getting the "It's got plenty of gas [this turned out not to be true and would later be my fault for not checking] and we just tuned it, please be gentle" speech, we cleared the vendor area in a puff of smoke, leaving nothing but the echo of the exhaust and screams of the security guards saying something about someone's mother.

It was early in the morning when we took the bike, which proved to be an asset. Besides the great lighting, we could really cook this engine in the cooler temps! So as not to let the Nevada Troopers have all the fun, we shot across to Bullhead City, Arizona, land of the helmetless! The ride

from Bullhead to Kingman is a mix of mountains and flatlands, with long, winding curves and fast straightaways. This Sidewinder carved a path through both with ease.

Titan's had a few years now to perfect their drive train and it really shows. Plus, this bike was more comfortable to ride than some of the earlier models. As we turned around in Kingman and headed back toward the border, in what seemed like a constant uphill ride, I settled right into the bike and the rough headwinds didn't pose too much of a problem. Titan has raised the overall ground clearance a little, which causes less scraping in tight turns. A few issues back I commented that the scraping sound could be a little unsettling for newer riders—thus possibly causing some to pull out of a turn too soon. Although that statement still holds true, it wasn't the case with this model at all.

Once back in Laughlin. it was time to put the helmet back on and deal with the traffic, but something seemed like it was missing.

What was missing was the lack of Safety Nazis waiting at the border! Well hot damn! Lid off. Revs up. Smoke the tires into the hills! This bike handled pretty well throughout. And, after relaxing while our photog snapped some more photos, it was off to return the bike. There was only one problem. It wouldn't start. Check all the wires, no broken connections. Plenty of headlight, enough power. NO GAS! We've all done it ... some more than others. As quick and nimble as this bike is on the road, it's a bitch to push! Next time, I'll check the gas myself!

Forgetting my stupidity, Titan is keeping up with their overall goal of bike production. They continue to put out high-performance and quality motorcycles and continue the company's passion for building rolling works of art for the discerning rider. For more info on Titan, the Sidewinder, or any of their other models, contact Titan Motorcycle Company of America, 2222 W. Peoria Avenue, Phoenix, AZ, 85028; (602) 861-6977. Or, motor over to their Web site at www.titanmotorcycle.com.

—Oil Can

TITAN

TITAN

Manufacturer: ......Titan Motorcycle Company of America, Inc.
City: ....Phoenix, Arizona

General

Fabrication: ....Titan
Year/make: ....2000 Titan
Model: ....Sidewinder RM
Price: $31,745/MSRP
Assembly: ....production line

Engine

Year/model:.................... 2000 S&S
Rebuilder:................................Titan
Ignition: ....Compufire, single-fire
Displacement:......113 cubic inches
Lower end: ....S&S
Balancing: ....static and dynamic
Pistons: ....S&S
Cases: ....S&S
Heads:......................................S&S
Cam: ....S&S
Lifters: ....JIMS
Carb:.........................S&S Super G
Air cleaner: ....S&S
Pipes:....................Supertrapp/STD

Transmission

Year: 2000
Modifications:..........JIMS standard

Paint

Painter:...................................Titan
Color: ....custom design

Frame

Year: 2000
Type: .... custom 4-inch stretch RM
Builder: ....Daytec

Accessories

Bars: ....flat drag-style
Risers: ....pullback, caped
Handlebar controls: ....Titan
Fenders: ..skirted front/bobtail rear
Headlight:......................Headwinds
Taillight: ....bobtail
Speedo: ....VDO
Dash: ....none
Pegs: ....UMI Racing
Foot controls: ....UMI Racing
Electrics: ....Titan
Gas tank: ....D&D handmade aluminum
Oil tank: ....Daytec
Oil system: ....dry sump
Seat: ....Danny Gray
Sissybar: ....optional
Mirrors: ....KüryAkyn
Grips: ....Landmark

Forks

Type: 43mm
Modifications:............polished with Titan billet triple trees

Wheels

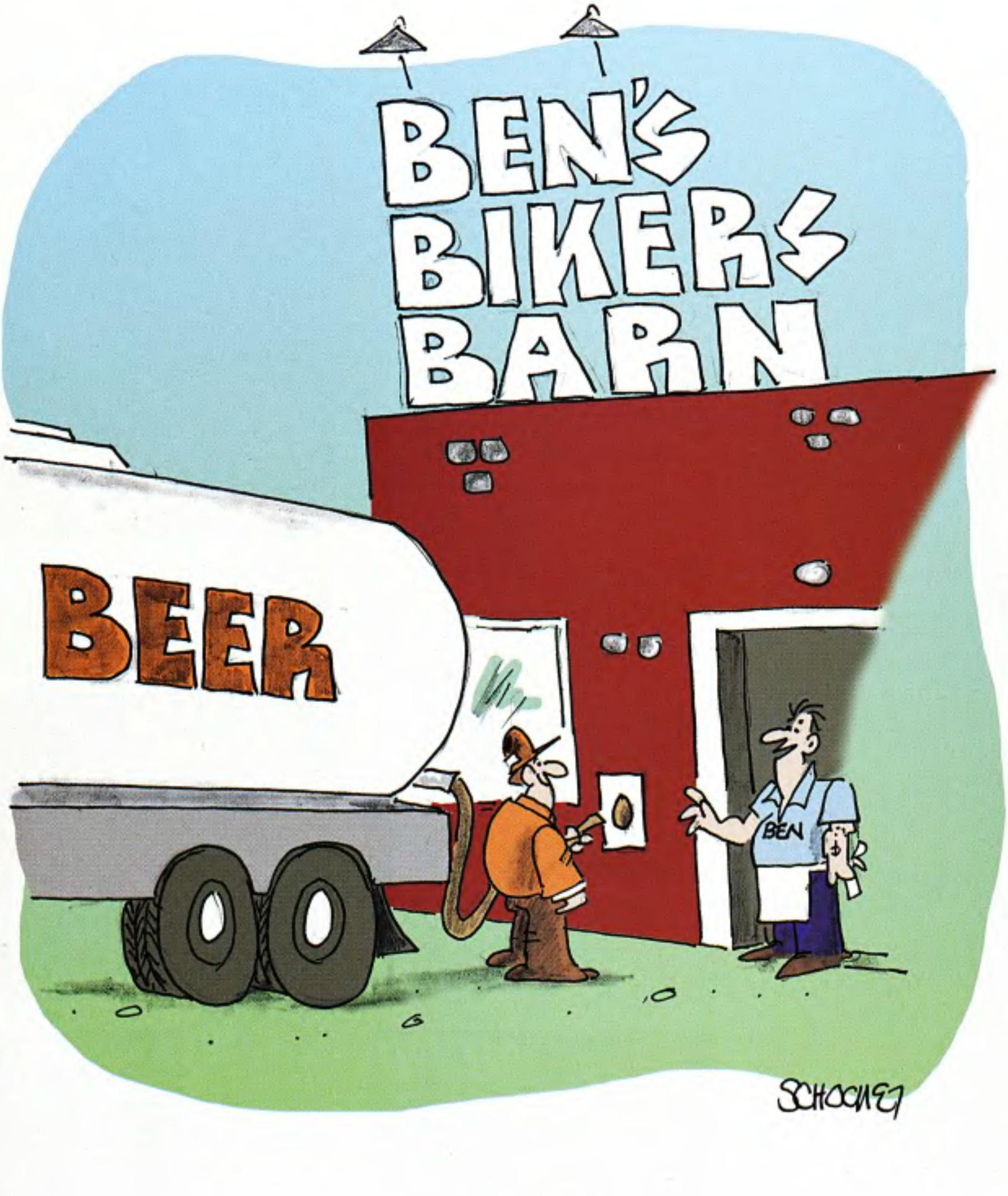
Front

Size: 21-inch
Tire: 90/90x21
Brake: ....Perf. Machine 4-piston dual disc with 11.5-inch stainless floating rotors

Rear

Size: 18-inch
Tire: 180/55x18
Brake: Perf. Machine 4-piston with 11.5-inch stainless floating rotors

Other: ..112 hp @5500 rpm and 121 ft.-lbs. of torque @4000 rpm
Photos: ....Jan Hagglund



"Fill 'er up!"

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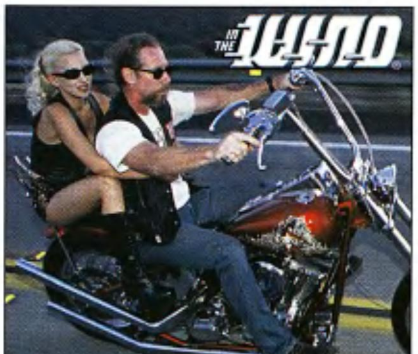
ComingAtYa

The November issue of *Easyriders* (#329) is a feast of Thanksgiving scooters and gravity-defyin' hooters! We'll take the wraps off of Harley's sparkly new models for 2001, take you to the Laconia Rally and Races as well as the righteous Red River Run. Join actor/musician Mickey "Tool Time" Jones as our correspondent on the Kyle Petty Ride Across America. We'll also offer up a bunch of show-winning scooters from around the country from our Easyriders Bike Shows and meet a gorgeous lady rider who braves the perils of New York mayhem and traffic in a True Road Tale. All this *plus* the world's smallest Fat Boy! No, not a dwarf wrestler, Ridley's new scoot! It's more fun than snappin' a turkey's neck!

On sale October 3

October's *Biker* (#187) Is pure heaven ... actually Heaven is our succulent cover girl. We'll also ride to the Wyoming Fun Run and head south of Laughlin for some true bike partyin'. *On sale now!*



November's *In The Wind* (#102) offers up a 32-page Bike Show Special for your eyballin' pleasure. You'll find the best custom bikes in the world plus our usual mix of great Wind shots. *On sale now!*

Besides a mouth-watering collection of high-class customs, the October *VQ* features Harley hang-outs, wild new products and the latest gadgets for the two-wheeled connoisseur. *On sale now*

Easyriders Video is proud to bring you "Best Biker Tunes," a compilation of some of the best music from our last decade of videos.

Boogie with the Fryed Brothers, party with Burnt River, raise a frosty mug with William Van Dyke, get down with Carlos Guitarlos, rock out with Steve Werner and the Sleepwalkers, and more! It's the party video you'll watch over and over again. Call (800) 247-6246

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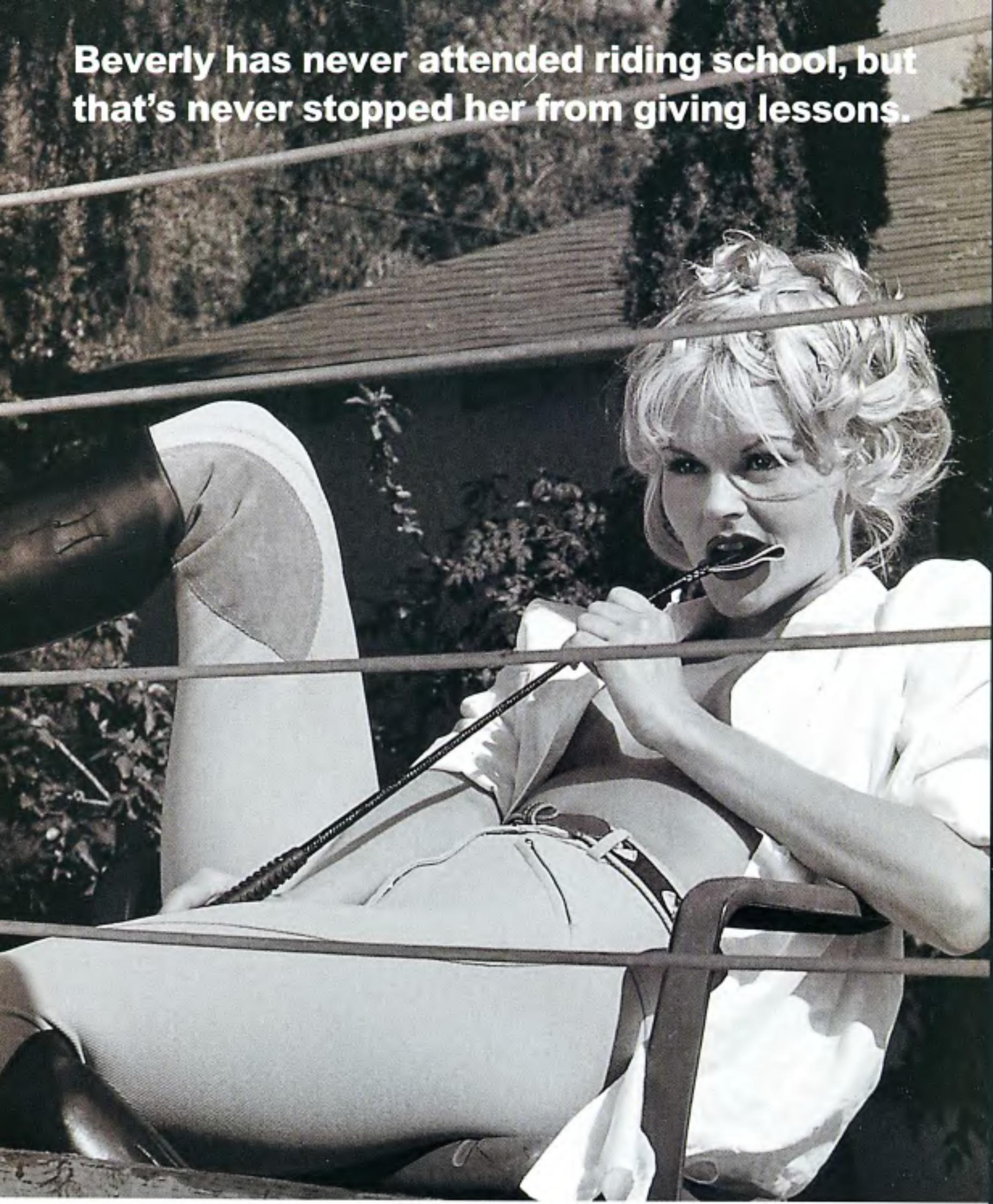

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